

The MOTOR OWNER



The
VULCAN
Top Speed
"12"

VU
Top
"12"

THE Editor of "The Motor Owner" writes: "The new 12 h.p. Vulcan Saloon at £475 is one of the most remarkable value-for-money cars I have ever handled. In addition to its general excellence it surmounted Brockley Hill—on top gear—at almost 30 m.p.h.; a truly astonishing achievement."

THE VULCAN MOTOR AND ENGINEERING COMPANY (1906) LTD.
SOUTHPORT, ENGLAND.

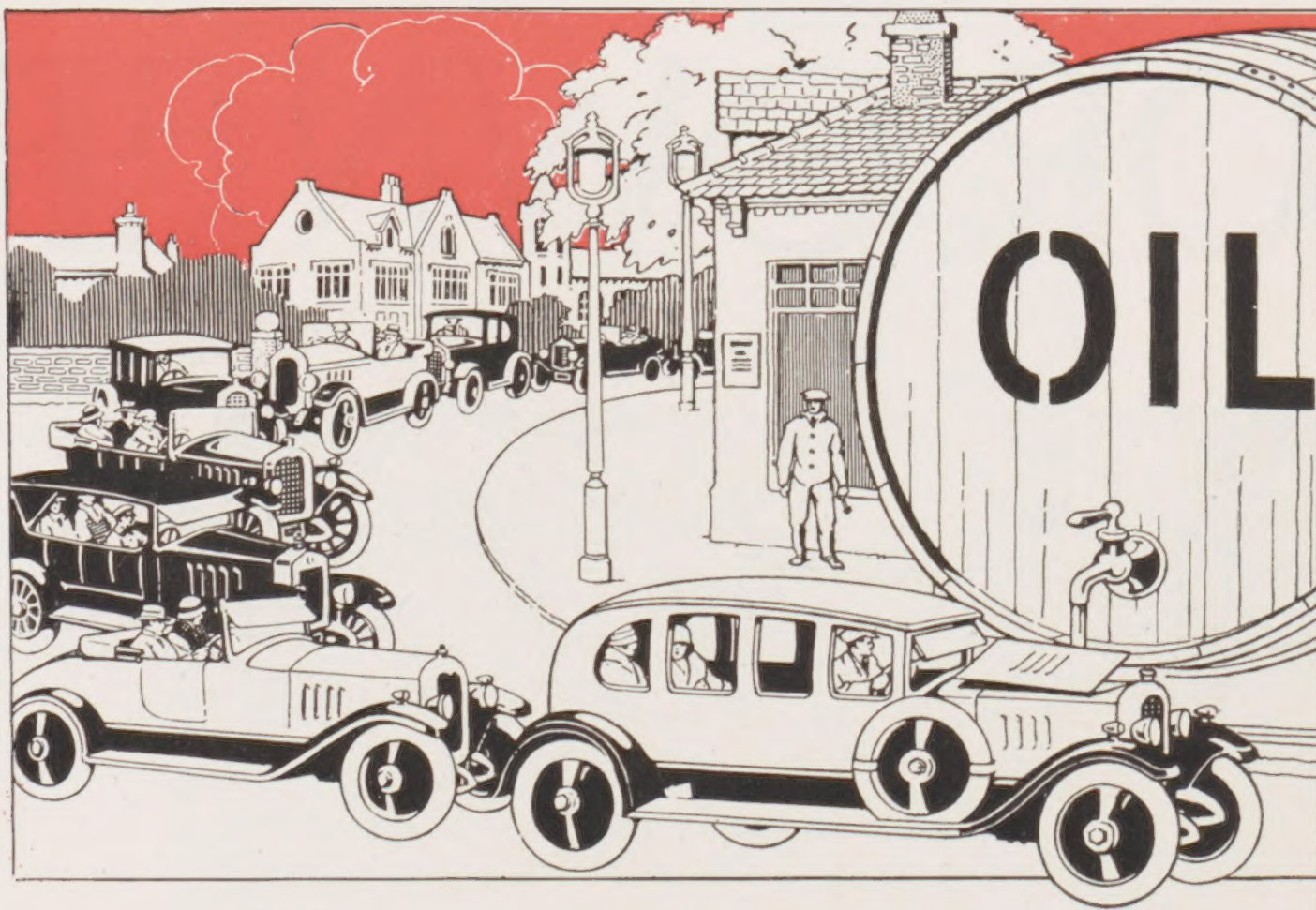


Chart of Recommendations (ABRIDGED EDITION)

MOTOR CARS

The correct grades of Gargoyle Mobiloil for engine lubrication of motor cars are specified in the Chart below.

How to Read the Chart:
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil "Arc"
A means Gargoyle Mobiloil "A"
BB means Gargoyle Mobiloil "BB"
TT means Gargoyle Mobiloil "TT"
B means Gargoyle Mobiloil "B"

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when cold temperatures may be expected.

This Chart of Recommendations is compiled by the Board of Automotive Engineers of the Vacuum Oil Company, Ltd., and represents their professional advice on correct automobile lubrication.

NAME OF CAR	1925		1924		1923		1922	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
A.C., 4-Cyl. ...	BB	A	BB	A	BB	A	BB	A
A.C., 6-Cyl. ...	BB	A	BB	A	BB	A	BB	A
Armstrong-Siddeley ...	BB	A	BB	A	BB	A	BB	A
Austin, 20 h.p. ...	BB	A	BB	A	BB	A	BB	A
Austin (All Other Models)...	A	A	A	A	A	A	A	A
Belize, 9 h.p. (Bradshaw Model)	—	—	BB	BB	BB	BB	BB	BB
Belize, 15 h.p. ...	—	—	BB	BB	BB	BB	BB	BB
Belize (All Other Models) ...	A	A	A	A	A	A	A	A
Bianchi (Model 20) ...	A	A	—	—	BB	BB	BB	BB
Bianchi (All Other Models) ...	BB	BB	BB	BB	BB	BB	BB	BB
Buick ...	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Calcott, 12/24 h.p. ...	BB	A	A	A	A	A	A	A
Calcott (All Other Models) ...	A	A	A	A	A	A	A	A
Chevrolet ...	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chrysler ...	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Citroen, 7.5 h.p. ...	A	Arc	A	Arc	A	Arc	A	Arc
Citroen (All Other Models) ...	BB	A	BB	A	BB	A	BB	A
Clyno ...	BB	A	BB	A	BB	A	BB	A
Crossley, 14 h.p. ...	A	A	A	A	A	A	A	A
Crossley (All Other Models)...	BB	A	BB	A	BB	A	BB	A
Cubitt ...	A	A	A	A	A	A	A	A
Daimler, 12 h.p. ...	A	A	A	A	A	A	A	A
Daimler, 16 h.p. ...	A	A	A	A	A	A	A	A
Daimler (All Other Models) ...	A	A	A	A	A	A	A	A
Darracq, 12/32 h.p. ...	BB	A	BB	A	BB	A	BB	A
Darracq, 15/40 h.p. ...	A	A	A	A	A	A	A	A
Dodge Bros. ...	A	Arc	A	Arc	A	Arc	A	Arc
Easex ...	A	Arc	A	Arc	A	Arc	A	Arc
Fiat ...	BB	E	BB	E	BB	E	BB	E
Ford ...	E	E	E	E	E	E	E	E
Hillman ...	BB	A	BB	A	BB	A	BB	A
Hudson Super Six ...	A	Arc	A	Arc	A	Arc	A	Arc
Humber, 8 h.p. ...	A	A	A	A	A	A	A	A
Humber (All Other Models)...	BB	A	BB	A	BB	A	BB	A
Hupmobile ...	A	Arc	A	Arc	A	Arc	A	Arc
Jowett (All Models)...	A	A	A	A	A	A	A	A
Lanchester ...	A	A	A	A	A	A	A	A
Lancia (Dikappa and Trikappa)	A	A	A	A	A	A	A	A
Lancia (Lambda) ...	A	Arc	A	Arc	A	Arc	A	Arc
Lancia (All other Models) ...	—	—	—	—	—	—	—	—
Maxwell ...	A	Arc	A	Arc	A	Arc	A	Arc
Mercedes, Poppet Valve ...	BB	A	BB	A	BB	A	BB	A
Mercedes, Sleeve Valve ...	—	—	A	Arc	A	Arc	A	Arc
Minerva (4-Cyl.) 15 h.p. ...	—	—	A	A	A	A	A	A
Minerva (6-Cyl.) 30 h.p. ...	A	A	A	A	A	A	A	A
Minerva (All Other Models)...	A	A	A	A	A	A	A	A
Morris-Cowley ...	A	A	A	A	A	A	A	A
Morris-Oxford, 11.9 h.p. ...	A	A	A	A	A	A	A	A
Morris-Oxford (All other Models)	A	A	A	A	A	A	A	A
Napier ...	A	A	A	A	A	A	A	A
Overland, 13.9 h.p. ...	A	A	A	A	A	A	A	A
Overland (All Other Models) ...	A	Arc	A	Arc	A	Arc	A	Arc
Peugeot, 11 & 12/20 h.p. ...	A	Arc	A	Arc	A	Arc	A	Arc
Peugeot, Sleeve Valve ...	A	Arc	A	Arc	A	Arc	A	Arc
Peugeot (All Other Models)...	BB	A	BB	A	BB	A	BB	A
Riley ...	BB	A	BB	A	BB	A	BB	A
Rolls-Royce ...	BB	A	BB	A	BB	A	BB	A
Rover, 8 h.p. ...	BB	BB	BB	BB	BB	BB	BB	BB
Rover, 9/20 h.p. ...	A	A	A	A	A	A	A	A
Rover (All Other Models) ...	A	A	A	A	A	A	A	A
Standard, 11 h.p. ...	A	A	A	A	A	A	A	A
Standard, 14 h.p. ...	BB	A	BB	A	BB	A	BB	A
Studebaker ...	A	Arc	A	Arc	A	Arc	A	Arc
Sunbeam ...	A	A	A	A	A	A	A	A
Swift ...	A	A	A	A	A	A	A	A
Talbot, 14 & 16 h.p. ...	BB	A	BB	A	BB	A	BB	A
Talbot (All Other Models) ...	BB	A	BB	A	BB	A	BB	A
Talbot-Darracq, 16 h.p. ...	—	—	—	—	—	—	—	—
Talbot-Darracq (8 Cyl.) ...	—	—	—	—	—	—	—	—
Talbot-Darracq (All Other Models)	—	—	—	—	BB	A	BB	A
Trojan ...	A	A	A	A	A	A	A	A
Vauxhall, 23/60 h.p. ...	A	A	A	A	A	A	A	A
Vauxhall, 25 h.p. ...	BB	A	BB	A	BB	A	BB	A
Vauxhall (All Other Models) ...	BB	A	BB	A	BB	A	BB	A
Vulcan, 10 h.p. ...	—	—	—	—	BB	BB	BB	BB
Vulcan, 12 h.p. ...	A	A	BB	A	BB	BB	BB	BB
Vulcan (All Other Models) ...	BB	A	BB	A	BB	A	BB	A
Willys-Knight ...	B	Arc	B	Arc	B	Arc	B	Arc
Wolsley ...	BB	A	BB	A	BB	A	BB	A

GEAR BOX and BACK AXLE
Correct Lubrication recommendations are shown
on the complete Chart exhibited in all garages.

Somebody's Mistaken!

When a Daimler is run on oil suited to a Rover Eight—when a Ford is filled up with an oil which would give correct results in a Rolls-Royce—*Somebody's mistaken!*

The mistake may mean a big repair bill later on. The answer in each case is likely to come in the form of unnecessary carbon, transmission troubles, fouled plugs and overheating.

No matter how many oils appear to "work all right," there can be only one oil whose body and character enables it to bring *all* the benefits of scientific lubrication. Have you found that oil?

Can you say that you have—and be certain? In body and character, the grade of Mobiloil specified for your car is scientifically correct. To the motorist who uses an oil of *different body and character* we can only say—*Somebody's mistaken!*

Only one oil is best for your car. The Chart at the right will tell you what oil that is. If your car is not listed in the partial Chart shown here, send for our booklet "Correct Lubrication," which contains the complete chart.



Mobiloil

Make the Chart your Guide

HEAD OFFICE: Caxton House, Westminster, S.W.1

Belfast Birmingham Bradford Bristol Cardiff Dublin Dundee Glasgow Hull Liverpool Manchester Newcastle-on-Tyne

WORKS: Birkenhead and Wandsworth

VACUUM OIL COMPANY, LTD.

Telephone:
Regent 7500
Telegrams:
"Selanlet, Piccy, London"

HAMPTON & SONS

20, ST. JAMES' SQUARE, S.W.1

Branches {
Wimbledon :
Phone 80.
Hampstead :
Phone 2727.

FOR QUICK SALE, £5,500 FREEHOLD



A TYPE OF PROPERTY
RARELY IN THE MARKET.

Combining the advantages of Sea
and Country. Amidst a really
beautiful Garden.

A few minutes from Sea and Golf,
and 1½ miles from the favourite
SOUTH COAST RESORT of

BOGNOR

A DELIGHTFUL
OLD-FASHIONED HOUSE
Recently Redecorated.

South aspect. Long drive.

Company's water. Telephone. Gas.
Independent hot water.



Halls, three reception and billiard rooms, conservatory, eight bed and dressing rooms, tiled bath-room, two staircases, excellent offices. Stabling. Garage. Thatched Summer House.
Cottage. Finely timbered and extremely pretty grounds of about 5 ACRES, with tennis lawn, flower and kitchen gardens, crazy paths, sunken garden, paddocks, etc.

VACANT POSSESSION.

Strongly recommended to those seeking an easily run House in secluded position and inexpensive to maintain.

Particulars from the Agents, HAMPTON AND SONS, 20, St. James' Square, S.W.1

GUILDFORD

Ten minutes' walk from Station. Golf Courses within easy reach.

The Very Choice and well-placed

FREEHOLD RESIDENTIAL PROPERTY.

"MILLMEAD HOUSE"

On the outskirts of the Old Town, in a most delightful position commanding pretty
views over the Wey Valley.

The GEORGIAN HOUSE is approached by long drive and contains entrance hall,
three reception rooms, two staircases, eight bed and dressing rooms, nurseries,
servants' accommodation, three bath rooms, and offices.

Company's electric light, gas, and water. Main drainage, central heating.
Telephone.

Large garage.

Stabling.

Chauffeurs' accommodation.

Lovely old gardens, fully established. Fruit and vegetable garden, in all nearly
4½ ACRES.

Also two EXCELLENT BUILDING SITES, with road and river frontages. Suit-
able for the erection of gentlemen's residences.

WITH VACANT POSSESSION.

To be SOLD BY AUCTION, at the St. James' Estate Rooms, 20, St. James'
Square, S.W.1, on Tuesday, June 16th, at 2.30 p.m. (unless previously sold), in
one or three lots.

Solicitors, Messrs. Macdonald and Stacey, 2 and 3, Norfolk Street, Strand,
W.C.

Particulars from the Auctioneers,
HAMPTON AND SONS, 20, St. James' Square, S.W.1.

NEAR BEXHILL-ON-SEA

Three miles from Stations. Golf within easy reach. Hunting with several packs.

The very attractive and well-placed

FREEHOLD RESIDENTIAL PROPERTY,

"LUNSFORD HOUSE"

LUNSFORD CROSS, SUSSEX.

High and healthy position; fine open views. The comfortable house is approached
by drive, and contains on only two floors four reception rooms, billiard room, two
staircases, nine bedrooms, two dressing rooms, nurseries, two bath rooms, and offices.

Central heating. Own electric light. Company's water. Telephone.

Cottages. Garages. Stabling. Small Farmery.

Tastefully arranged pleasure grounds, mixed orchard, wood and grass land, in all
OVER 15½ ACRES.

Also (adjoining)

A Valuable BUILDING ESTATE of 21 ACRES, with long frontage to two Old
Roads.

WITH VACANT POSSESSION.

To be SOLD BY AUCTION, at the St. James' Estate Rooms, 20, St. James'
Square, S.W.1, on Tuesday, June 16th (unless previously sold), in one or two lots.

Solicitors: Messrs. Barwick, Peake, and Milling, 24, Basinghall Street, Leeds.

Particulars and plan from the Auctioneers,

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

PRICE £7,500 FREEHOLD

RICHMOND SURREY

Five minutes' walk from station,
close to several Golf Courses,
under half-mile from the River
and famous Park.

The choice and commodious
GENUINE QUEEN ANNE
RESIDENCE,

Containing entrance and inner
halls, five reception-rooms, two
staircases, twelve bedrooms, two
bathrooms, and complete domestic
offices.

Electric light. Central heating.
Main drainage. Telephone.



Two cottages, garages, orangery, and glasshouse; well-laid-out pleasure grounds, and small orchard, etc., in all nearly 1¼ ACRES.

WITH VACANT POSSESSION.

Particulars from the Agents, HAMPTON AND SONS, 20, ST. JAMES' SQUARE, S.W.1.

ST. JAMES' ESTATE ROOMS

WILL YOU KINDLY MENTION **MOTOR OWNER** WHEN REPLYING TO ADVERTISERS

June, 1925

'Phone :
Western One

HARRODS LTD.

Telegrams :
"Estate, c/o Harrods, London"

AUCTIONEERS, ESTATE AGENTS & SURVEYORS

HARRODS ESTATE SALE ROOMS

62 & 64, BROMPTON ROAD, LONDON, S.W.1

(OPPOSITE MAIN PREMISES)



SURREY.

SHORT MOTOR RUN SOUTH OF TOWN.

HIGH AND HEALTHY SITUATION. ALL LABOUR-SAVING
CONVENIENCES.

MODERATE PRICE WILL BE ACCEPTED.

EXCEPTIONALLY ATTRACTIVE FREEHOLD RESIDENCE

Containing oak-panelled lounge hall, three reception rooms, billiard room, 12 bed and
dressing rooms, five bath rooms, and offices.

Electric light. Co.'s water and gas. Main drainage. Telephone. Central heating.

Cottage. Garage. Stabling. Outbuildings.

Beautiful matured grounds, tennis and other lawns, ornamental trees and shrubs,
rockeries, flower beds and borders, productive kitchen garden and grass orchard, in all

ABOUT 3½ ACRES.

Sole Agents.—HARRODS, LTD., 62-64, Brompton Road, S.W.1.

SURREY & MIDDLESEX BORDERS.

TRUSTEES' SALE. LOW PRICE.

OCCUPYING A CONVENIENT POSITION, CLOSE TO STATION, SHOPS,
POST OFFICE, &c.

PICTURESQUE OLD-FASHIONED FREEHOLD RESIDENCE

Hall, three reception, seven bed rooms, bath room, and offices.

Co.'s water and gas. Main drainage. Telephone.

Garage. Stabling. Outbuildings.

Beautiful matured pleasure grounds, including tennis lawn, flower borders, orna-
mental trees, shrubs, productive kitchen garden and large prolific orchard, in all

ABOUT 2½ ACRES.

VALUABLE BUILDING FRONTAGES.

Sole Agents.—HARRODS, LTD., 62-64, Brompton Road, S.W.1.



DEVON.

WITHIN A FEW MILES OF EXETER.

PROVIDING EXCELLENT SAILING AND WILDFOWL SHOOTING.
HUNTING WITH THE EAST DEVON PACK.

DELIGHTFUL OLD-FASHIONED FREEHOLD FARMHOUSE RESIDENCE

With thatched and tiled roof, modernised and in thorough repair: lounge hall,
three reception rooms, including panelled drawing room with oak beams, five bed-
rooms, bathroom, kitchen and offices.

Garage. Stabling for four. Large workshop. Excellent outbuildings,
dairy, small farmery.

Electric light. Good water supply. Septic tank drainage.

ONE ACRE GARDENS, tennis lawn, meadow and grass, orchard, in all
ABOUT 8 ACRES.

N.B.—Might be purchased with a smaller area.

Inspected and recommended by the Sole Agents—
HARRODS, LTD., 62-64, Brompton Road, S.W.1.



Telegrams: "Teamwork, Piccy,
London."
Telephones: Mayfair 2300 (2 lines)
Grosvenor 1838

NORFOLK & PRIOR
ESTATE SALES ROOM AND OFFICES:
20, BERKELEY STREET, PICCADILLY, W.1

Auctioneers and Surveyors,
Valuers,
Land and Estate Agents.

BERKS AND BUCKS BORDERS

In beautiful undulating country, close to a favourite reach of the Thames, yet within daily reach of London.



VIEW FROM THE STREAM

A PICTURESQUE QUEEN ANNE FARMHOUSE

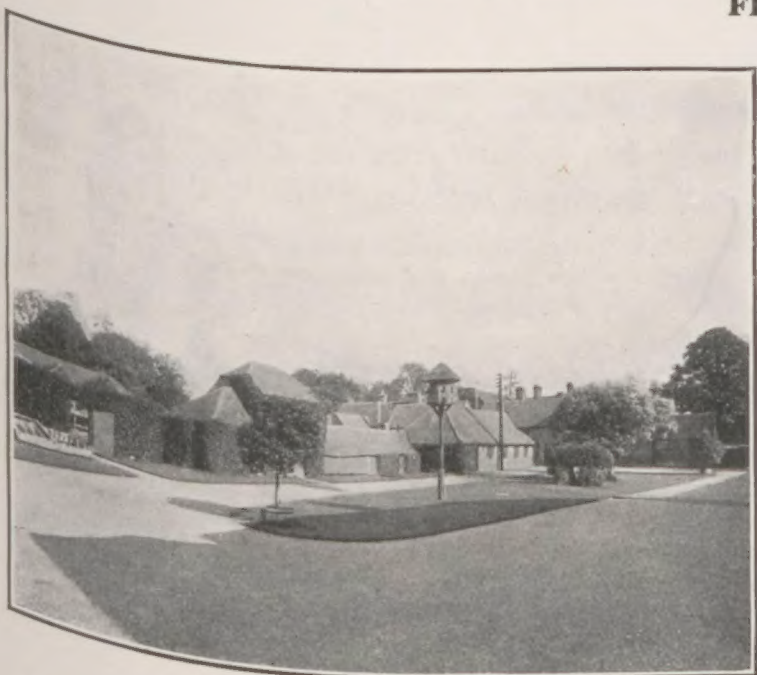
upon which many thousands have been expended during the past few years; in perfect order and equipped with every modern convenience.

Panelled hall, three charming reception rooms, beamed music room 60 ft. by 20 ft. (with organ, if desired), six family bedrooms, two bathrooms, guests' and servants' bedrooms in annexe, ample offices; electric light, central heating, main water, 'phone. TWO COTTAGES.

GARAGE.

Beautifully disposed grounds, intersected by a stream, tennis lawn, bowling green, etc.; in all

FIVE ACRES.



THE COURTYARD AND COTTAGES



THE MUSIC ROOM

FOR SALE FREEHOLD.

Illustrated particulars from Sole Agents, NORFOLK & PRIOR, 20, Berkeley Street, W.1. Inspected and recommended.

(6084)

Important Announcement

A NEW ROLLS-ROYCE

40-50 H.P. CHASSIS

ROLLS-ROYCE LTD. beg to announce that after prolonged tests they can now demonstrate and accept orders for a new 40-50 h.p. Rolls-Royce chassis. Price £1850. (Long chassis, £50 extra.)

The 40-50 h.p. chassis hitherto manufactured by them will be sold as heretofore at £1850. (Long chassis, £50 extra.) The original chassis of this type was the famous 'Silver Ghost,' and to prevent confusion such chassis will be known as the 'Silver Ghost' model, whereas the new chassis will be known as the 'New Phantom.'

The following is a table of comparisons of the two models:—

	40-50 H.P. CHASSIS HITHERTO SOLD: 'SILVER GHOST'	40-50 H.P. CHASSIS NOW ANNOUNCED: 'NEW PHANTOM'
CUBIC CONTENTS OF CYLINDERS	7,410 c.c.	7,668 c.c.
BORE OF CYLINDERS	4½ inches	4¼ inches
STROKE	4¾ inches	5½ inches
MAXIMUM REVOLUTIONS PER MINUTE	2,250	2,750
VALVES	Side-by-Side	Overhead
COOLING	Pump and Thermostat	Pump and hand-operated radiator shutters
CLUTCH	Cone	Dry Single Plate
IGNITION	Battery; Magneto: hand control of advance and retard	Battery; Magneto: automatic, positively synchronised advance and retard
R.A.C. RATING	48.6	43.3
ANNUAL TAX	£49	£44
CHASSIS PRICE	£1,850	£1,850

The 'New Phantom' engine, at 2,250 revolutions per minute, gives 33% greater horse-power than the 'Silver Ghost' type, and the tax is less. Apart from the differences above shown, the 'New Phantom' is in all essential details similar to the 'Silver Ghost' type.

Purchasers will have the choice of ordering one of the 'Silver Ghost' type of chassis, which have made a world-wide reputation for smoothness, absence of vibration, silence, trustworthiness and low cost of upkeep since their first appearance in 1907; or alternatively, one of the 'New Phantom' chassis which retain the sweet running qualities always associated with Rolls-Royce products.

A certain number of 'New Phantom' chassis will be reserved by the Company for demonstration purposes and to satisfy existing contracts.

Except for these, orders for the 'New Phantom' chassis will be executed in strict rotation, which will be determined by the time of dispatch of a telegram or by the date of the receipt of a letter containing an order.

Rolls-Royce Limited, 15 Conduit Street, W.1

Telegrams: Rolhead, Piccy, London

Telephone: Mayfair 6040 (4 lines)

THE 14/45 H.P.
ROVER

*"Sweet running as
a perfect 'six'"*



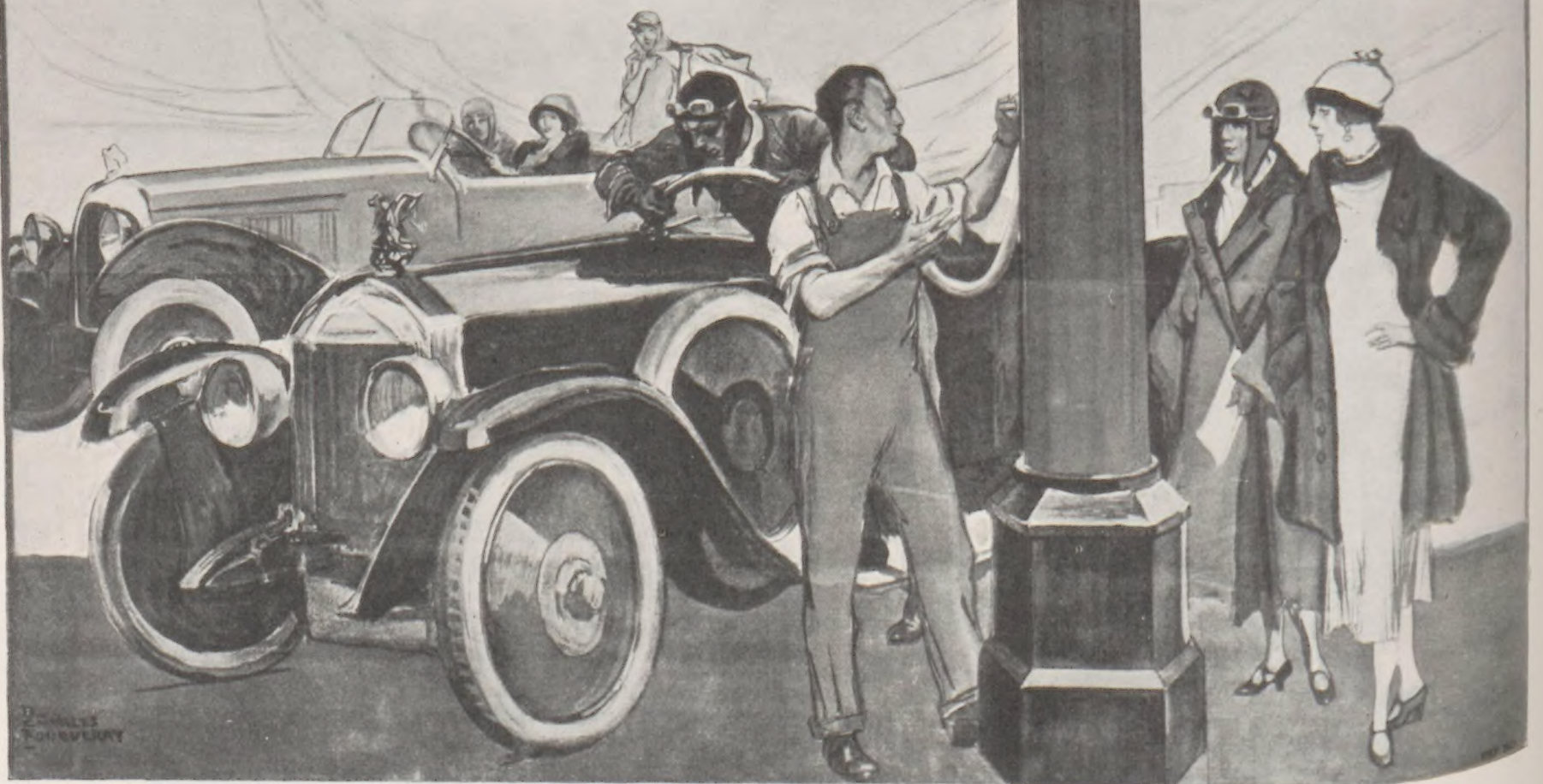
Graceful in line and polished in performance, the 14/45 h.p. Rover, with its £14-tax engine, which runs just as sweetly as

any "six," is indeed a car to desire above all others. Yet its cost—£550—is no more than that of many mediocrities.

WRITE FOR FULL DETAILS.

THE ROVER COMPANY, LTD., COVENTRY
61 NEW BOND STREET, LONDON, W.1
SERVICE DEPOT: SEAGRAVE RD., FULHAM, S.W.6
ROVER IS BRITISH ALL THROUGH

"SHELL"



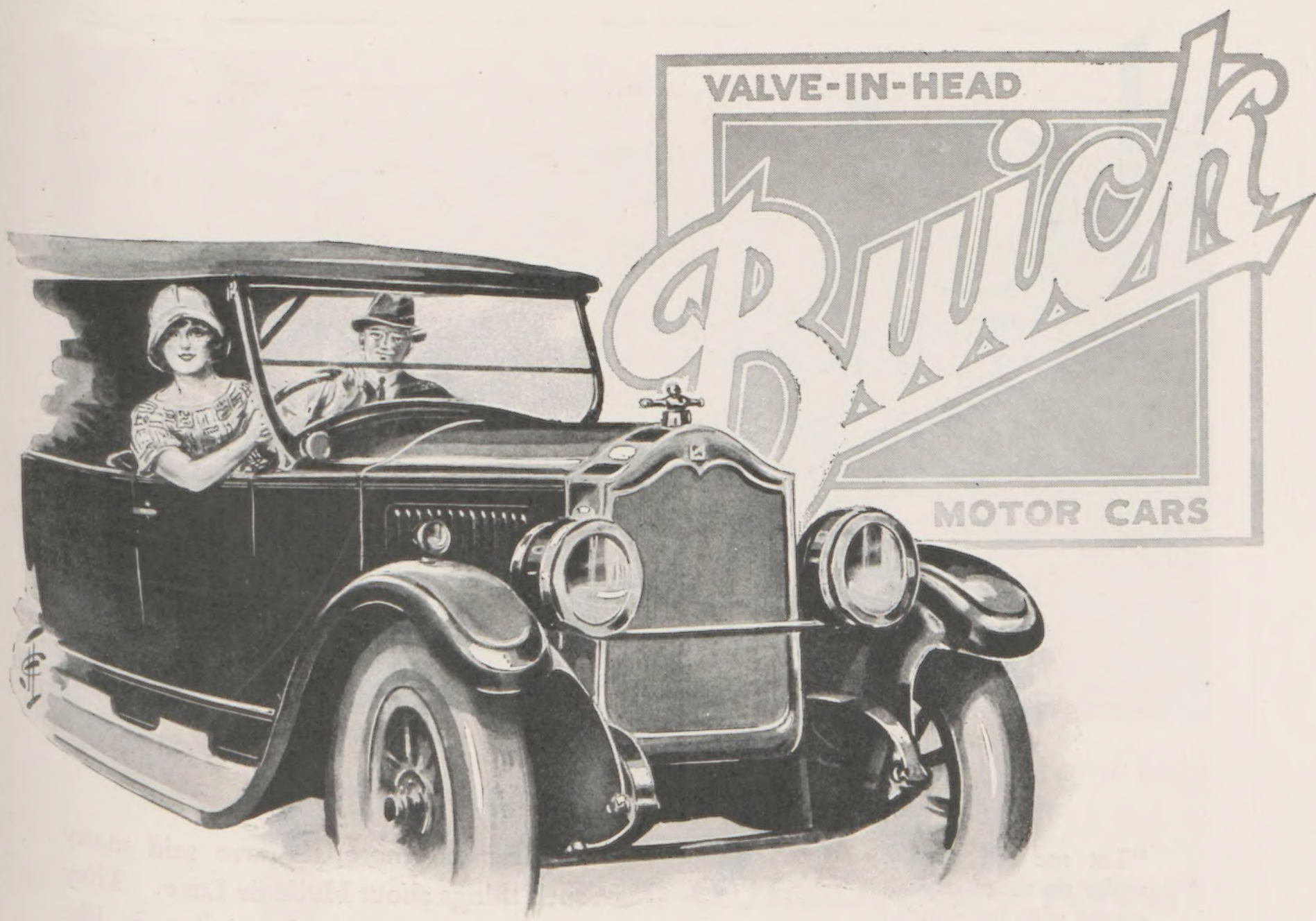
YOUR GUARANTEES

WHEN buying petrol from pumps, look for the Shell on the globe and the Shell certificate. They mean the same as the seal on the Shell can—that you are getting Shell, the petrol always preferred by the discriminating motorist.



SHELL

SHELL-MEX LTD. G.P.O. BOX 148 SHELL CORNER KINGSWAY LONDON W.C.2



Sixes and £ s. d.—

EVERY motorist who has driven in city traffic knows how quickly a six-cylinder car pulls away from others when the policeman gives the "go" signal.

And every motorist knows that a "Six" will idle down to two miles an hour on high gear—or jump to sixty.

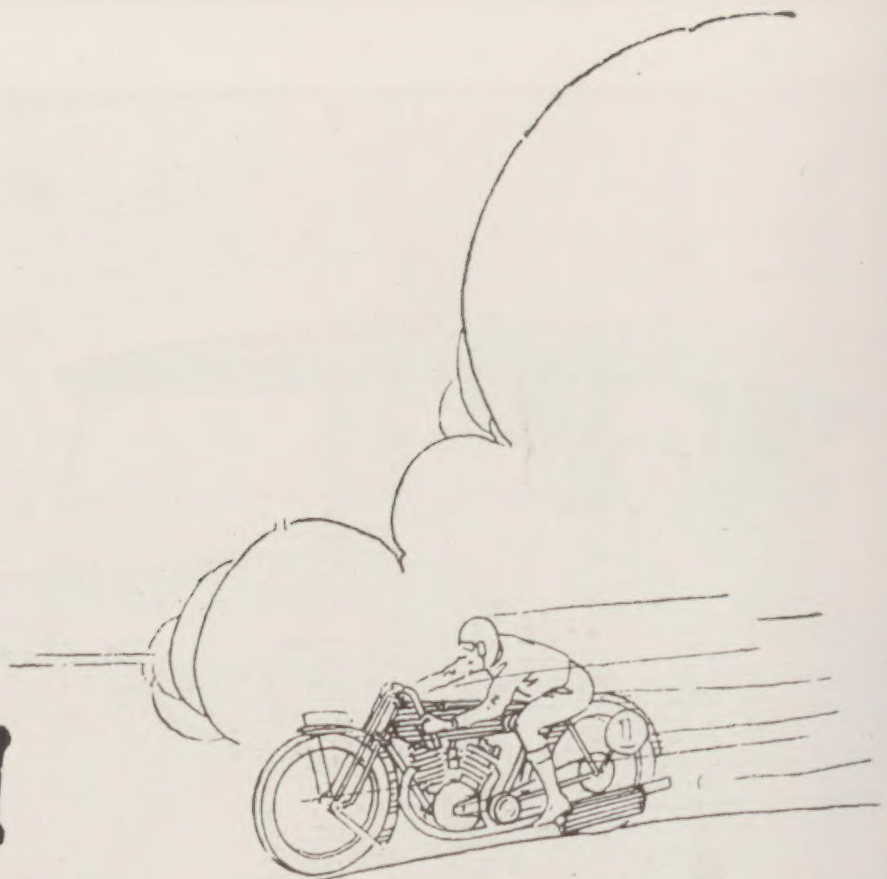
Not everyone knows that Buick six-cylinder performing ability can be bought at the price of most "Fours." Your local Buick Dealer will prove this to you; and he will also tell you about Buick four-wheel brakes. Du Pont Viscolac unscratchable finish, renowned Fisher bodywork, and low-pressure tyres—an unequalled specification. General Motors deferred-payment system suits every convenience.

THE Buick "20" Six-cylinder Tourer costs £355, the Saloon £498. The Buick 27 h.p. 7-seater Saloon costs £675. Ask your local Dealer for prices of other models and a demonstration run.



GENERAL MOTORS Ltd., Edgware Rd., The Hyde, LONDON, N.W.9.

Let me tell why



"Let me tell why I make no more experiments with lubricants: Huile de Luxe cut my repair bills in half, saved 15% on oil consumption . . ."



HUILE

de Luxe

Prepared in three Grades
ZERO - WINTER - SUMMER



Experienced motorists have said many such things about Huile de Luxe. They know that preventable friction is like preventable disease—there is a way of reducing it to a minimum. "Use the right oil" sums up their advice.

Huile de Luxe is a product of one hundred years' experience in the manufacture of lubricants—an experience that has reduced lubrication to an exact science. Huile de Luxe is a blend of highly-refined fatty oils and pure hydrocarbons, in three grades, for various types of motors. It eliminates a variety of engine troubles, caused directly by the imperfect lubrication of ordinary mineral oils, and increases the pleasure of motoring while reducing the expense.

Ask your dealer about Huile de Luxe, or send a post card for booklets on lubrication problems and how to master them.

PRICE'S PATENT CANDLE CO., LTD., BATTERSEA, LONDON, S.W.11



12/22 h.p. Saloon
£365



THE "SOPWITH" CHALLENGE CUP

Models 10 h.p. and 12 h.p.
from £210

*Surbiton Motor Club's Grand Cup
Reliability Trial.*

THE
**200 GUINEA "SOPWITH"
CHALLENGE CUP
and a GOLD MEDAL**

were awarded to the

LEA-FRANCIS

(Driver, W. Norris)

for the most meritorious performance in the Car Class.

**A SECOND GOLD MEDAL
and TWO SILVER MEDALS**

were awarded to Lea-Francis Cars in the same event.

In the M.C.C. EASTER TRIAL
LONDON — LAND'S END
LEA-FRANCIS CARS GAINED

SIX GOLD MEDALS

J.C.C. HIGH SPEED RELIABILITY TRIAL
Lea-Francis awarded GOLD MEDAL.

*The consistent successes of the Lea-Francis in
classic competitions is reflected in the high
satisfaction it gives in the every-day service of
the owner-driver.*

LEA-FRANCIS CARS

118-120, GREAT PORTLAND STREET, LONDON, W.1

Telephone: MUSEUM 8720

The Compass of A.A. Activities

NO organisation has done more for the cause of motoring than the Automobile Association. For 20 years the A.A. Badge has been the accepted symbol of Road Service.

WHEN necessity arises members can immediately command A.A. Free Legal Defence; Home and Foreign Touring Assistance; Expert Engineering Advice, etc.

EVER at your service: A.A. Khaki-clad Patrols, Road Service Outfits, Roadside Telephone Boxes, Officially Appointed Hotels, Agents, etc.

SEND a postcard to-day for full particulars and learn how membership will benefit you. Interesting booklet can be obtained from the Secretary, Dept. 16.

THE AUTOMOBILE ASSOCIATION
FANUM HOUSE, NEW COVENTRY ST.
LONDON. W.1.

C.D.C.



ENGLAND TO INDIA A DOUBLE WORLD RECORD IN A WOLSELEY

The greatest motor drive in the history of mankind is that which Major Forbes-Leith recently achieved in an ordinary Wolseley car. This is the journey from England to India—8,500 miles. In mere distance it is a world record, but add that 1,500 miles were through desert, and that for 3,000 miles there was no road or track at all, and it is clear that it is also a world record of endurance and hardship overcome.

This double world record for distance and for difficulty eclipses the achievements of any other driver in any other car. Its moral is that Wolseley cars are equal to all emergencies. You can have a similar car for the smaller distances and lesser difficulties with which the ordinary motor driver has to contend. There is a Wolseley for everybody at prices from £225 cash, or £50 down, the balance by instalments.

All cars are completely equipped.



WOLSELEY MEANS RELIABILITY

SIDE LAMP

Fit a pair of these splendid lamps to your car. Finished in either nickel or black and nickel at the same price.

CAT. No. 515

PRICE PER PAIR £2 2 0



ROTAX

LIGHTING & STARTING



CAT. No. 4275

HELMET TYPE DASH LAMP

A smart and useful dash lamp. Universal movement. Swivels in any direction. Helmet protects driver's eyes. Quite a distinctive finish. Nickel-plated finish.

PRICE EACH 10/-



CAT. No. 4362

BOX OF BULBS

for Five Lamp Equipments

Comprising—

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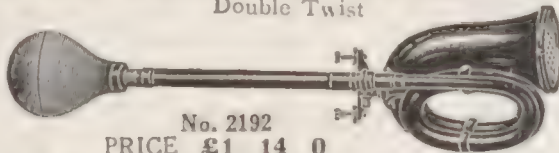
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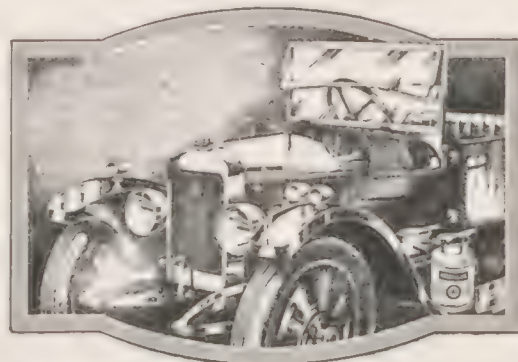
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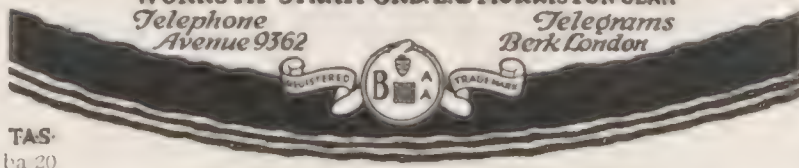
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JUNE · 1925

VOL. VII · NO. 73

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The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

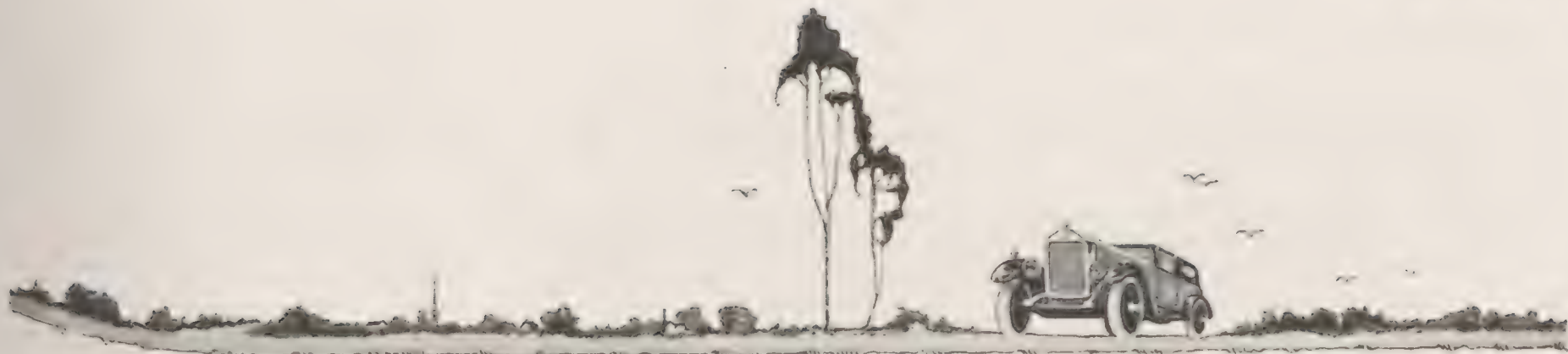
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The new Wolseley here illustrated is a typically fine example of a commodious family "bus," but despite its generous proportions we took it up Box Hill on top gear



SEEN THROUGH THE SCREEN

AS this issue of THE MOTOR OWNER is the first of a new and improved series, it behoves us to make brief comment thereon. Regular readers will notice that the layout of the magazine has been changed. Naturally we think it is for the better—and we hope you concur. You have a larger and rather better type—which makes for easier reading. You have also more space on the pages now (the actual size of the page is the same), so that we can give you still better illustrations. And you have some new Editorial features, which we are confident will earn your approval. In a phrase—if you will excuse the boast—the pre-eminent excellence of THE MOTOR OWNER is more definitely pronounced. But we prefer you to judge for yourself.

It merely remains to be added that THE MOTOR OWNER will now also have a much larger national circulation. Though it can be obtained at all leading bookstalls throughout the kingdom, it is preferable to become a subscriber and so make sure of your copy regularly. A remittance of 15s. to the Manager, 10, Henrietta Street, Covent Garden, W.C.2, will ensure this. The date of publication will be the first of the month. And so to our normal work, Mr. Pepys might have put it.

The Five Pound Look.

A flinty-hearted magistrate has deprived a motorist of a crisp, rustling £5 note for "driving to the common danger."

It appears that the erring driver gazed in beauty's eyes on the pavement instead of attending to his wheel, with the result that he severely injured a lamp-post!

Incidentally, he smashed up the bonnet of his car, so, taking one consolation with another, his temporary sojourn on the road could not be described aptly as a joy ride.

Being a student of the Bard as well as a philanderer, he quoted in defence—"Love looks not with the eyes, but

with the mind;—And therefore is winged Cupid painted blind."

However, the unimpressed Solon of the law remarked that "if the motorist wanted to indulge in 'A Midsummer Night's Dream' he had better select some district where the lamp-posts were more solid."

Another romance nipped in the bud!

Some Swan Song.

When the news reached the editorial office that two swans had attacked a motorist, it was felt that the epic should be expressed in verse.

The tame office poet, who really has but little chance of exercising his pernicious talent, was given an opportunity. His effort is appended, more as a warning than as an example. In future his mews—we mean muse—will be still further restrained.

You meet the strangest sights a wheel;
Some drivers make your senses reel,
But have you yet set eyes upon
The new recruit—the motoring swan?
We've suffered many a thieving crook,
This winged invader shall we brook?
Nay, take your gun when next you ride,
In case the motoring swan's inside.

He's got a neck—in this case two,
Usurps your car, and flies at you;
He's left the water—it's absurd
That we should have a motoring bird,
But if his wings are really tired,
And if for speeding he's a'fired,
I put this motion to the vote:
That swans should have a motor-boat.

Overcharged with Tribute.

THE MOTOR OWNER is in perfect agreement with Mr. E. S. Shrapnell-Smith, who wants to know why the railway companies should not pay more towards the upkeep of the public roads.

In a paper read to the Birmingham Chamber of Commerce he coupled this question with another, bearing on the subject of the responsibility which rests upon the general community to contribute more support towards the general cost of the highways.

This point was raised in the columns of a recent issue of this journal; and the arguments used in support of the contention were similar to those advanced by the author of the paper in question.

Mr. Shrapnell-Smith claims that the State should find at least one-sixth of the total annual cost. This seems to be a quite reasonable demand; in fact, if it errs at all, it is on the side of modesty.

The Motorist's Burden.

The annual amount contributed by motor-vehicle owners and drivers in direct taxation has reached £16,500,000, and this figure is likely to be increased largely in the near future.

With regard to the question of the railways, Mr. Shrapnell-Smith states that their total payments towards all public highways in Great Britain are considerably less than £2,000,000 a year. When one remembers that the total cost of these highways is approximately £47,000,000, the railway contributions are positively ludicrous.

The fact that the railways are great road-users is apt to be forgotten. But when it is recalled that all traffic, whether it be merchandise or passenger, must be carried to and from the stations, it will be realised that the onus upon the companies to contribute adequately to road upkeep is unquestionable.

Mr. Winston Churchill's first Budget gives no promise of relief to motorists at the moment, but the future is in our own hands. We must agitate unceasingly—Law-Makers can only be swayed by incessant pressure.

An Evil Spirit.

One of life's tragi-comedies cropped up in the region of Golders Green the other day.

A car was proceeding along the main road in a perfectly normal manner, and at a quite ordinary speed, when it suddenly took the bit between its

teeth, so to speak, and bolted into a shop window.

The establishment it selected for the escapade happened to be that of a wine and spirit merchant; consequently, its advent was followed by a wholesale smashing of glass and bottles.

The writer made one of several who helped to withdraw it from its spiritual home, and it was quite uninjured, apart from the deranged steering gear which was responsible for the mischance.

The remarks concerning the incident from members of the assembled crowd were open and free. One gentleman opined that its driver wanted just one more after licensed hours—a remark quite uncalled for, which was strongly resented by the driver, who, by the way, wore the Rechabite blue ribbon of a blameless life.

Another would-be humorist suggested that the car had mistaken the shop for a garage, and had just popped in to recharge the petrol tank.

But the remark which met with universal approval was that of a debauched-looking bystander who said, "It is a sad waste of good material."

The Unattended Car.

An appeal case which is of great importance to motorists was decided recently in the King's Bench Divisional Court.

The respondent in the appeal was originally summoned before the Newtown, Montgomeryshire, Justices by the police superintendent for having left his motor car unattended in a public place, without having taken precautions to obviate its being started whilst he was away.

It appears that the defendant had left the engine running to ensure that the lights should be kept going, but had put it out of gear. This meant, of course, that the car could not be started unless it was meddled with by some unauthorised person.

The magistrates considered that due precautions had been taken by the car owner, and dismissed the case.

Superintendent Succeeds.

However, the police superintendent appealed against this decision; and the Lord Chief Justice and Justices Avory and Shearman allowed the appeal on the ground that, as the car was left, a child by a single action, and without any evil intent, could have set it in motion. The case was, therefore, sent back to

ONE of the new "Motor Owner" features deals with prominent motorists, their cars and interests. We start with the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., etc., the Chairman of the Royal Automobile Club: See page 30.

the Justices for them to convict. Whilst in no way anxious to heap coals of fire on the head of a fellow motorist in trouble, one can but feel that the decision of the Appeal Court was justified. Surely it was unwise to let the batteries get so short of "juice" that they could not supply lighting facilities for the brief time the car was left unattended.

Ancestors of the Modern Car.

It is hard to realise that twenty-nine years have elapsed since the first petrol-driven vehicle made its bow to a wondering and distinctly sceptical country. The years pass so quickly when once the thirtieth milestone on the road of life is passed.

However, shelve them as one may, they are unmistakably brought home to memory by such an event as the twenty-sixth anniversary of the first road trials of the Royal Automobile Club.

The meeting took place at Richmond

in 1899, two years after the club was founded. The chairman of the committee appointed to carry out the trial was Mr. W. Worby Beaumont, now the consulting engineer of the club.

A Small Entry.

There were only 46 competitors, and English, German, and French vehicles took part in the fifty-mile run and hill-climbing test. The prizes consisted of five gold medals, twenty-two silver medals, eight bronze medals, and a silver cup.

Petrol, steam, and electrically-driven cars took part in the contest. They were a strange assortment, with weird designs taken from the horse-drawn vehicles of their day—a 5½ h.p. "phaeton," a petrol-driven "wagonette," an electrical "buggy."

Their average speed was somewhere about 10 m.p.h., but one of them—a 4 h.p. belt-driven car—attained the giddy eminence of 11 m.p.h. as an average over the fifty-mile run.

No doubt the trap-setting policeman of the period fondled his stop-watch, and marked this "flyer" down as easy prey!

Sing a Song o' Sixpence.

A motorist from the North had the misfortune to drop a sixpence whilst passing down Oxford Street.

Being of a frugal turn of mind, he ran his car up a side street, and abandoned it temporarily whilst he made a search for the missing coin.

Being unsuccessful, he enlisted the aid of a friendly policeman; but the sixpence still eluded capture, and the loser gave up in despair.

A month or so later he was again in London, and once more wended his way to Oxford Street. Here he found that the particular spot where the coin had vanished was in the hands of the road makers.

He gazed eagerly at the scene of their labours. The constable who had helped him previously was also standing by. With a genial smile our friend accosted him with, "It's reet gradely on thee to tak' aw this trouble so 'ma tanner. Hast 'ad any luck?"

An Excellent Article.

Another new feature of THE MOTOR OWNER is "Driving Hints by Expert." Mr. S. F. Edge starts an excellent series; and he is also an excellent writer. Page 6.



EVERY motorist loves his—or her—dog. Here we see Miss Joan Southey, Miss Phyllis Strohmeyer (the famous golfer) and Miss Barbara Strohmeyer with their prize-winning Irish wolfhounds.

LIFE'S LITTLE IRONIES



Some are born with limousines



—some achieve flivvers—



—and some have both kinds thrust upon them!

DRIVING HINTS FROM EXPERTS

No. 1.—By S. F. EDGE

Whose golden rule of all is—"Never drive faster than the speed at which you know, and can see that the car can be pulled up in"

EVERYBODY has his own way in driving: that is the reason why most drivers make bad passengers—the two minds do not work together. I noticed this most markedly in two aeroplane trips which I recently took. The first pilot who took me out on my outward journey I several times disagreed with mentally: first, with his rising so rapidly from the ground as to almost stall the machine; and, secondly, with the tremendous banking sweeps which he took to regain the ground.

I talked the matter over with him afterwards, but he thought it was merely because I had not sufficient confidence in him; but on my return trip with another pilot I found that he handled the aeroplane exactly as I would have handled it myself under similar conditions; and, therefore, the latter, who I do not think was such a good pilot as the former, made me much more comfortable.

Of course an aeroplane differs from a motor car in the sense that the faster one goes, the safer and more under control it feels to be.

I have driven a large number of different makes of cars, but I never drive over the legal limit until I know my car. A good driver should have:—

1. Full control of his car.
2. Good imagination.
3. Good judgment.

Dealing with No. 1. The driving of a motor car is like playing the piano. Not until the movement of the arms and legs work automatically, or until the mind is so trained so as to work the arms and legs correctly, can player or driver have confidence. It all comes by practice.

Dealing with No. 2. This, to my mind, is how a great percentage of accidents are made; so many people seem to be without any imagination. They appear to say to themselves, "I am the only person on the road; I can do anything I like," and they do. Now I have tried hard to make it a practice to imagine that round every corner there is a car or horse or something either stopped or on the wrong side. The result is that when I get round the corner and find something in the way I am not surprised. I had been suspecting something. This imagination has now become "second nature" to me, and I find it most useful. The same



Mr. S. F. Edge, of A.C. and Cubitt Car fame, starts our new series with some excellent advice.

idea applies to cross-roads or roads coming into the main road.

Dealing with No. 3. If a person has not good judgment, driving a motor car must be very dull. It does not matter if you are driving fast or slow. You see some way ahead a car which you are going to pass, but farther away still you see another car coming towards you. You at once ask yourself, shall I go faster or slower? What speeds are the two other cars doing? Now a good driver will not just get through; he will either get through easily or just after the other car has passed.

It is always a pleasure to me to look back to trips of many hundreds of miles when I used the brakes only for actual stopping. To me, this is one of the great fascinations of driving a car—to do all your accelerating and decelerating by means of the engine and to use the brakes as little as possible. This principle has every advantage and no disadvantages from the passenger's point of view and life of the car.

And now a few words about passing other cars. Do not attempt to pass until you know the road is clear and there is plenty of room, and do not sound the horn until you are ready to pass. There is enough trouble on this earth without the blowing of horns for no reason. It is always a good plan to blow your horn when passing side roads, cyclists, or any persons who are on the road, or likely to step on it.

After one has driven for any length of time one learns many little dodges for personal safety while passing buses, lorries, etc., such as:—

1. As you pass a bus which is facing you and setting down passengers, look underneath the bus at the people's legs to see if they are going to cross the road, and if they are sound the horn.

2. If you want to go down a road on the right, keep to the centre of the road, and let cars behind you pass on your left, always keeping out your hand.

3. If you are behind a bus or lorry which you want to pass and the road bends gently to the left so that you are unable to see very far ahead on the right-hand side of the bus or lorry, simply look up the road on the left-hand side of the lorry, because you will be able to see very much farther up the road on the left-hand side than on the right.

4. If you are driving along a road which has high hedges and with many turns, use your eyes and nose to see or smell oil or dust. I have driven many miles without seeing any car but knowing that within the mile there was one because of the blue smoke which hung about the road.

5. I always consider that it is much safer to drive at night time, because of the rays of light which can be seen 30 to 150 yards ahead of the car. I suppose one day we will have rays which we will be able to see by day, or rays which will operate a needle to tell you that there is a car coming down the road on the left and is 500 yards away. Of course, such an instrument is not needed for our really slow speeds of 40 or 60 miles per hour, but light rays are very useful to act as a signal warning.

6. When turning a corner at 30 miles per hour, or when taking any corner at any speed, always keep to your correct side. It really does not assist the car to go on the wrong side of the road if you know how to take a corner. Always decelerate up to the corner and then accelerate. You will find the car will come round quite easily and without any noise.

But the Golden Rule of all is: never drive faster than the speed at which you know, and can see, that the car can be pulled up in. This is the Golden Rule of Safety First driving, and should always be borne in mind.

S. F. Edge

A GLIMPSE OF INDIA IN ENGLAND

Admittedly an Indian well picturesquely secluded in the heart of a remote Oxfordshire village sounds somewhat incongruous, but here it is !

PASSING through Stoke Row, a village not far from Wallingford, one is attracted by an erection of unusual architectural design. Approached and encircled as it is by a short avenue of funereal-looking cypresses, one very naturally expects to find that it is a memorial temple to some Indian potentate who may have preferred an Oxfordshire village as a dwelling-place rather than his far-away Eastern land. This is not so, however, for the building is a well, erected as a compliment to a famous engineer of the adjacent Ipsden. The said engineer had been engaged in some engineering project in Benares for an Indian Rajah, and in the course of general conversation he mentioned that in his own native village great inconveniences were often experienced in the summer months from the scarcity of water.

He probably soon forgot the conversation, but the Rajah remembered it, and when the Benares task was completed, and

the engineer, Mr. A. E. Reade, was returning to England, the Rajah surprised him by saying that he would like to give a well to his native



Not a picture from Bombay, Delhi, or Mysore, but of the old well at Stoke Row, Oxfordshire.

village as a memento of their cordial relationship.

This he did, and round the cupola, which is effectively lighted by many tiny round windows, runs the following inscription :

His Highness the Maharajah of Benares, India, gave this well (1864).

The well shaft and gear, surmounted by an Indian Elephant, is still complete, although from the appearance of the rusted bucket and chains, the padlocked gate, and the moss-grown steps, the villagers have long since found a better source of supply. Nevertheless, this token of esteem is a striking testimony to the healing balm of Time. Gazing at it, one wonders if H.H. The Maharajah of Benares remembered that other Well of tragic memories at Cawnpore.

Perhaps there was symbolism in his gift as well as regard for Mr. Reade. Did it also express recognition that Britain had washed remembrance in the waters of Lethe ?



What one naturally expects to be an Indian Memorial is a presentation well, given by an Indian Rajah to a famous British engineer.

PEOPLE AND THEIR CARS

A Motoring Medley in Pictures



1



2



3

1.—H.R.H. Prince Henry, in his Sunbeam, leading the procession of cars down the new London-Southend road after H.R.H. had performed the opening ceremony recently at Wanstead.

2.—Two Swift car owners visit an ancient and picturesque mill in the heart of the Arden country.

3.—A happy and comfortable meal can always be obtained at the Crown Inn, Chiddingfold—"a most charming old inn," as the party in the Lanchester saloon all agreed.

4.—A Standard owner meets a bad patch off the beaten track, but even the water splash left him unperturbed.

5.—An American car at home—the Chrysler Six in front of the Capitol at Washington.

6.—H.R.H. the Prince of Wales in a 24-60 h.p. Sunbeam at Wolverhampton during a recent tour of the Midlands.



5



4



6

WHO'S AWAY A-WHEEL

Picturing the Picturesque



7



10



8

7.—A happy party indulge in their first picnic of the season, and needless to say with dainty dishes, delightful surroundings, and an Essex car, it proved a huge success.

8.—A motorist slows down at the Star Inn, Alfriston, "to let the kiddies see the famous golly-wog carving."

9.—Mr. R. H. Johnson, of Tettenhall, Staffs, in his 24'60 h.p. Sunbeam in the vicinity of Snowdon during a recent extended tour of North Wales. We are told that top gear only was used in the course of 14,000 miles' running.

10.—The old cottage and Cross at East Hagbourne, near Wallingford, form a delightful picture, so much so that the driver of the Standard car had to alight and use his camera.

11.—The archpiece to Blenheim Park, Marlborough, forms a delightful background to the 20 h.p. Rolls-Royce—in both we see pronounced dignity and strength.

12.—A happy band of school children learn their history from first-hand facts. In teacher's Sunbeam they listen to the story of the old stocks at Aldbury.



11



9



12

McKENNA DUTIES AND CAR PRICES

By CAPTAIN E. DE NORMANVILLE

In this article the author endeavours to avoid falling into the sea of political affairs, whilst explaining the probable effect of the reimposed duty on imported car prices.

THE MOTOR OWNER, like Artemus Ward, eschews politics; and, following still further the bent of that American humorist, trusts also that its "other habits are good."

It is necessary to emphasise the point, because the subject of this article deals with the reimposition of the McKenna duties so far as they concern motor-cars. And any writer who aims to make a mild dip in that highly controversial sea is likely to be swamped by the waves of parliamentary combat.

However, the subject is of strong interest to motorists quite apart from its political aspect. Quite naturally, they want to know what bearing these new duties will have upon future prices. So, with a stern resolve to avoid all debatable by-paths, I will proceed to the matter in hand.

The occasion arises to demolish a popular fallacy. There are people who argue that the price of imported cars will be increased by the amount of the duty payable—that is to say, by 33½ per cent. where foreign cars are concerned, and in the case of Canadian produced cars, by 20 per cent.

Nothing could be farther from the truth than such an assumption. It will be found that, when the enhanced prices come into force, the increase will be something nearer 15 per cent.

One must work backwards if desirous of conveying a clear idea as to how the import duty will affect the relations of car vendors and buyers. Let us take as an example an American car at present offered in this country at, say, £300.

The price mentioned, apart from the actual cost of manufacture and incidental charges at the place of origin, also includes the others incurred in introducing the car to the British market. These items may be summarised as freightage, packing charges, insurance, assembly and re-erecting, bond charges, overhead costs, and profits to the retail agents and concessionaires on this side of the water, and, in some cases, there is the additional cost of painting.

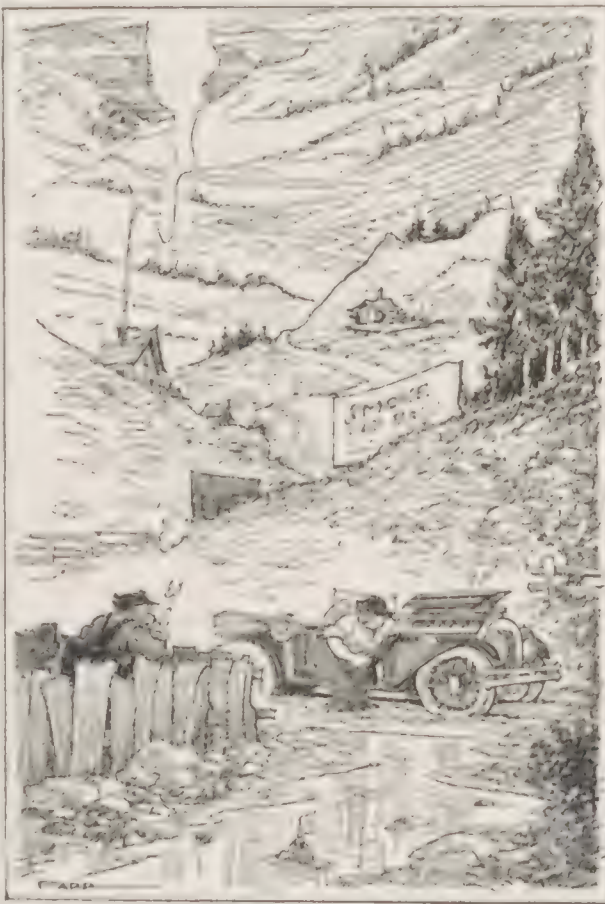
All these extra expenses to the original manufacturer mount up to quite a large sum, and, of course, it is passed on to the British purchaser, with the result that his car in this country

becomes nearly 100 per cent. dearer than it is in America. That is to say, our £300 car example would cost only somewhere about £175, or rather its equivalent in dollars, over there.

Now all these explanatory details have been necessary, because they have a direct bearing upon the point which forms the crux of the subject; and incidentally also, it is the principal factor which gives rise to the misapprehension I have mentioned. Here it is:

The import duty is not based upon the price of a car which has reached this country, but on that which obtains in its country of origin.

So we see that at one fell swoop that 33½ per cent. is reduced by nearly half so far as the British selling price of our American car is concerned. But there is more to follow. The import duty is not even levied on the retail price of a car in its own dominions, but on its export price at the port of departure. This export discount is usually about 25 per cent.



TOURIST: "Don't you ever get lonesome up here?"

MOUNTAINEER: "Oh, yes, but I have a couple of jolly good jokes I often tell myself."

Note, therefore, that the duty paid on the car we have been discussing would be on its export value of about £130, which at 33½ per cent., would come out approximately at £44, and that figure represents (nearly enough) the likely increase in price in this country. In other words, an American car now selling here at £300, will probably cost £345 when the import duty is imposed next month.

In arriving at these conclusions, I have not yet taken into account another factor which applies where some American cars are concerned. A number of the big U.S.A. manufacturers have factories, or erecting depots, in Canada. In these cases, the cars concerned will be shipped from Canadian ports, and will thus obtain the extra 13½ per cent. allowance granted to the Dominions' products. Such vehicles will no doubt be sold here with a due regard to the proportionate reduction in the import duty.

Of course all calculations may be upset by a factor which it is evident was not taken into account when the Budget was framed. Nevertheless, it was an effect which I, amongst other motoring journalists, fully anticipated.

The new duties, as we know, do not come into force until July. Was it not likely that foreign car manufacturers would take advantage of the intervening two months? They have!

So it is interesting to note the variation in import figures between April 1924 and April 1925 as they affect cars and parts of cars.

In April of this year the importation of foreign cars leapt up to 3,657 as compared with 901 in the corresponding month of 1924, whilst the value of cars and parts rose from £711,000 to £1,239,000!

One is therefore left wondering whether some of the importers had had an inkling of what was coming.

Well, the object of this article was to correct the erroneous ideas which prevail concerning its subject matter, and I trust that it has been achieved. One finds it quite pleasant to bask in the reflected radiance of hope imparted to others!

Apropos of taxes, is it not pleasant to think that no daring Chancellor of the Exchequer is ever likely to put an

EXIT HIGHWAYMEN — ENTER SPEEDWAYMEN

By CAPTAIN P. A. BARRON

"In the trapping of motorists the police are showing renewed activity. The new arterial roads, wide and safe, tempt drivers to exceed the legal speed limit, and fines are the result. Motorists are already shunning the speedways made specially for them."

—Any Newspaper.

FOR some time many motorists have been wondering why the new arterial roads have been, and are being, constructed.

Many of the roads are glorious. They are the concrete realisation of our dreams. They lure us to stamp on our juice pedals till our engines scream with ecstasy. They make us feel like winged messengers of the gods. They thrill us until we become positively delirious with the tingling joy of life and motion. They teach us the glorious bliss of the happy sinner who, after years of virtuous pilgrimage, finds himself on that broad highway that leads to—leads to—well, see Mr. Huxley's book.

Why have we been tempted thus? My friends, it is all a deep and devilish plot. We ought to have suspected that there would be a catch somewhere, but, with the customary good nature and childlike trustfulness that have caused us to become the most oppressed of all God's creatures, we allowed ourselves to be lured into the belief that at last the millions we had paid in taxation would bring us some re-

turn. At last we were to have real speedways, safe, with no blind corners or dangerous curves.

We were happy. And then came the shock. The

police authorities became aware of these safe roads, and right merrily did they chortle as they thought of the sport to come. They discovered that the perfect trap had been invented.

For some time the more dangerous roads, with their ever-increasing streams of traffic, had provided poor sport. Bored constables, disguised as roadmenders living not too dolefully on the dole, spent wearisome Saturday afternoons and caught merely a few dozens of 27 or 30 mile-an-hourers, worth barely forty shillings a head, plus costs. The situation became so serious that other sources of revenue had to be found. Fines for obstruction yielded but a poor profit, and "dangerous driving" was difficult to prove. Charges of "loitering on a car in a manner likely to delay pedestrians, horsed vehicles and funeral cortèges" could be brought successfully only in the great cities where traffic must be hustled to illegal speeds or persecuted for obstruction.

None of these methods of abstracting money from motorists was really popular with the police. They provided no thrill to the more sporting members of the Force, who with sorrow recalled the old happy days when the almost deserted highways were so safe that smart trappers might bag

half a dozen ten or twenty pounders in an afternoon.

The older members of the Force would forgather with the younger and unproved sleuths, and over the ginger beer and tonic water, which are the only refreshments of our glorious Constabulary, they would brag of their catches as gleefully as, and far more truthfully than, anglers boasting of their fights with trout as big as tarpon.

"My boys," one of the older man trappers would say, "in the good old times I've caught three Cabinet Ministers, a Duke, two Doctors speeding to roadside casualties, and a Magistrate, in one afternoon, not to speak of small fry worth a quid or two apiece. We juggled them all except the Magistrate, who was wanted at the Court to try the others. Those were the days! We shall never see the likes of them again."

And the old man trapper would sigh, and perhaps drop a tear into his tonic water as he thought of the glories of the past.

The young trappers who had not won their stripes would sigh, too, and wish that they could have shared the glorious sport in the days when the open roads were so free of traffic that every motorist exceeded the limit and was fair game. In the effete times in

"Yes, I held out for balloon tyres. I had to raise an awful howl, but that's the only way to get what's coming to you these days."



which they lived the congested roads had become so dangerous that Police regulation was not necessary. The sport of trapping was nearly dead. Even in ten mile limits a skilful hunter with a stopwatch might bag nobody except, perhaps, the driver of a steam roller who had overtaken and rammed astern a sporting two-seater driven by an over-cautious week-ender.

So the eyes of the blue-clad sportsmen brimmed brinefully as they prayed for safer roads on which motorists could drive dangerously within the meaning of the Act.

And their prayers were answered. The safer roads were made, and the old sport of trapping was not merely renewed but beat all former records. On the great speedways bags of two or three hundreds could be made in an afternoon. Police courts had to be enlarged to stand the strain. Magistrates had to work in overtime shifts and many broke down with the mental strain of trying to think of variations to the monotonous phrases, "Five pounds and costs or 21 days," "Ten pounds and suspension of licence for six months," "Three months without the option," etc. Policemen had to be fed on throat pastilles owing to the strain of giving evidence.

So came the dawn of the new era in which we live, and as more arterial roads are opened, each safer, straighter, and more tempting than the last, the great industry of fining motorists will expand until it helps us to regain our reputation among the nations as the greatest commercial country in the world.

I do not think, however, that the police authorities have yet realised fully the possibilities of the new speedways.

For example, it is quite possible for a motorist to drive from London to Southend on the new road and incur only one fine. This seems to indicate slackness. There should be traps at intervals throughout the length of the road on carefully selected straight stretches. It would then be possible to catch each motorist, say, six times before

he reached Southend. For the first offence he might be fined forty shillings, for the second five pounds, for the third ten pounds, for the fourth twenty pounds and suspension of licence, for the fifth confiscation of his car and six months' imprisonment and for the sixth the cat.

If he survived, and ever motored again (an improbability), it is certain that he would never venture on a safe motoring road, but would return to the older highways, which, being dangerous and congested with traffic, would be neglected by the police.

The only disadvantage I can see to this method is that in a very short time the only wheeled vehicles on a safe motoring road would be farm wagons and perambulators, while the motor traffic would be diverted to the country lanes and more populous towns. The policy of the police should, therefore, not be too consistent. They should sometimes allow motorists to use the roads that have been constructed specially for them until they have been lured into a feeling of security. Then on some gloriously fine week-end all arrears might be made up and petty fines, normally spread over three months, might be collected

in bulk. The method would be economical and far less wearing to police and magistrates than laborious collections of comparatively small amounts.

Of course, there is always the possibility that motorists may discover a method of regaining possession of their own roads. After all, it is not so long since we had a war in which we learned that the best method of meeting an offensive was to be positively objectionable ourselves.

The use of tear gas naturally suggests itself. Cars could be supplied with cylinders of the gas which could be turned on as required, so that those who sought to trap us would sob so bitterly that they could neither take our names nor read our numbers.

Whether it would be legal to make a policeman cry I do not know, but if a test case were given against us, we would try the more humane and better known laughing gas. This would be released whenever the motorist saw a suspicious-looking loiterer, who would be incapacitated temporarily by excessive mirth. We could make this a merry world.

An aeroplane road patrol might be organised. Flying low and carrying observers with prismatic binoculars, the patrols could spot traffic and broadcast warnings to subscribers to the service.

Here, again, I fear that we might bump against the law, but the urgent necessity of doing something compels us to be inventive. Could an aeroplane crew be arrested for obstructing the police a couple of thousand feet above them? Could we engage a fleet of planes to sweep across the arch of heaven when trapping was in progress? Surely a clever counsel could argue successfully that this would be obstruction, but assistance to the law.

We must do something to the glorious speedways, which promised to be a boon, will become silent, grass-grown tracks and the only safe routes for motorists will be the most dangerous lanes and byways they can find!



AN EXQUISITE INTERIOR.

OUR picture illustrates the extent to which some private owners will go to obtain individuality in their cars. This beautiful saloon, finished in polished walnut with inlaid colour designs, was made by Messrs. Mann and Egerton to the order of Mr. Victor Sheridan, the well-known cinema director.

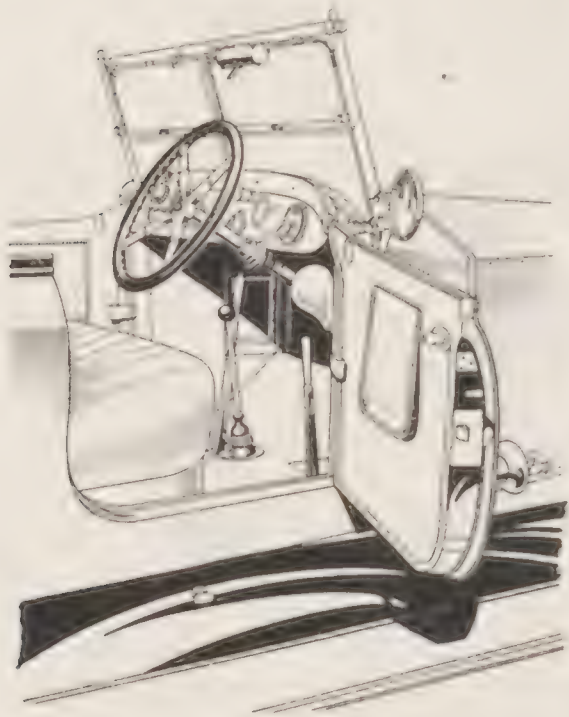
TRAFFIC PROBLEMS DATE FROM ADAM & EVE



THE CHARMS OF THE 20 H.P. ROLLS-ROYCE

Comfort, high power and speed—these are three of the more prominently praiseworthy features of a very praiseworthy car

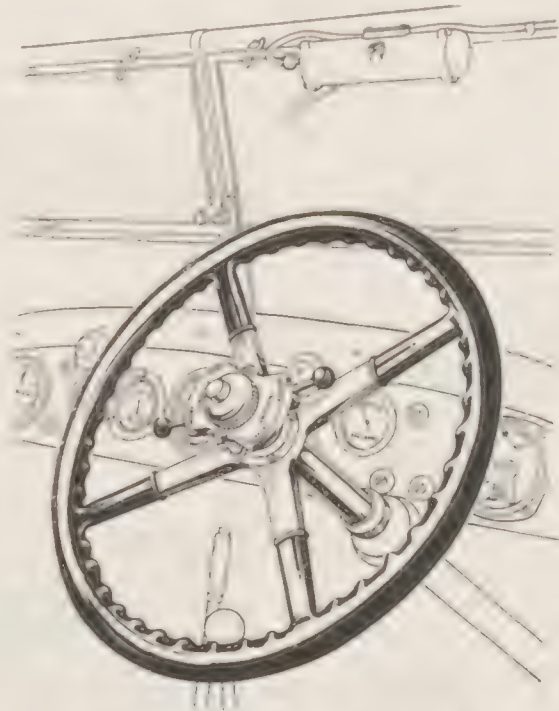
IMAGINE the beauty of Venus, the power and strength of Hercules, and the speed of Mercury; try to visualise a beautiful and exquisite blending of these three splendid characteristics in pure and shining metal, and you may derive therefrom a little of the wondrous charm possessed by the 20 h.p. Rolls-Royce touring car. The generally admitted attractive and dignified lines, the car's reliable high-power developing possibilities; the



Depicting the luxuriously fitted instrument board, the deeply upholstered seats, and the conveniently placed central brake and gear-change levers. The lever to the extreme right operates the dipping headlamps — a simple but efficient anti-dazzling device.

silence and complacency of its motion, and the luxurious degree of comfort are, each respectively, a delight to the owner, exultant as he is in the pride of possession. We ask you to use your imagination because no pen can adequately describe the excellent qualities of Rolls-Royce products—a personal experience is necessary to realise their excellence. Such an opportunity has been our happy lot quite recently, and in the following few words we give you a brief survey of the 20 h.p. Rolls-Royce performance as experienced by ourselves.

Immediately the car moves forward one is thrilled with the perfect smooth-



A "close-up" of the steering wheel showing the ignition and throttle controls; the regulator for rich or weak mixture; and the automatic windscreen wiper.

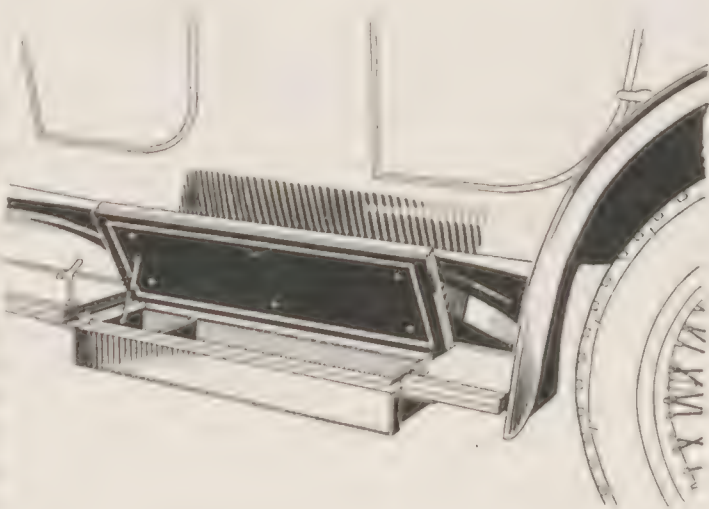
ness in running, the lightness of touch necessary to steer the car, and the total absence of unnecessary noise. Once into "top," the speedometer needle would creep—30, 40, 50, 55, and then, without undue effort, and with a soft and gentle touch, the 60 m.p.h. mark would be boldly courted and kissed!

Hill-climbing is also a very pleasing feature. Dashwood Hill on "top" with five passengers is, we venture to think, a remarkable performance, although a much faster climb was made by lowering to "second." Its power and liveliness generally (acceleration is

one of the car's greatest charms), combined with pronounced steadiness at high speeds, give one the "Big Brother 45" feeling; while, on the other hand, a sense of absolute safety is readily provided by the powerful brakes, even though they be in operation, however applied. These brakes are notably efficient. In fact on the 20 h.p. Rolls-Royce the brake mechanism is so remarkably efficient that one almost feels "uncanny" the smooth way the car stops.



A very useful feature is the adjustable hood, the back of which may be raised as illustrated. This is convenient when reversing, and gives additional ventilation in hot weather. Note the accessible petrol filling orifice and the method for carrying the spare wheel.



Tools are carried in a spacious locker on the near side running board—always get-at-able without disturbing the passengers.

Passenger comfort is exclusively Rolls-Royce—simply luxurious! With deeply upholstered seats, restfully inclined, and with plenty of leg room, touring is a pleasure.

By means of the adjustable radiator shutter, the best engine temperature, giving the most efficient running, can always be maintained. Other interesting and praiseworthy Rolls-Royce features are illustrated in the accompanying sketches.

Beautiful in appearance, most satisfying to drive, and most luxurious for a ride, the 20 h.p. Rolls-Royce is a car of exquisite charm. One is proud to know that it is British.



The 20 h.p. Rolls-Royce outside the Manor, Stanton Harcourt. Here Pope completed his translation of the Fifth Book of Homer in 1718, and recorded the fact on one of the window panes

THE OFFENCE OF OBSTRUCTION

By A BARRISTER-AT-LAW

The recent discussion that has arisen in the daily Press over the need for parking places in towns and cities, serves once more to bring to light the serious responsibilities of a car owner who leaves his car in a public street.

THE offence of obstructing traffic is well established and has been for many years. Every person using a highway must use it in such a way as not to cause a nuisance to others. A nuisance may be caused in numerous ways, such as the excessive sounding of a horn or allowing the engine to run too noisily. And, of course, obstructing other traffic may be a nuisance, too.

For such a nuisance the offending party can be prosecuted and convicted, and at the same time he can be sued for damages by anyone who has suffered injury or loss from the nuisance. The nuisance must be committed on public property to give rise to a police prosecution; but the action for damages can arise in respect of obstructions on private property; for example, obstruction by one car of another in the approach to a garage or parking ground.

Generally, however, the offence of obstruction arises under some Act of Parliament. The earliest of these is the Highways Act, 1835, section 78, which provides that if any person shall in any way wilfully prevent any other person from passing him, or by negligence or misbehaviour interrupt the passage of anyone, or omit to keep his vehicle on the near side of the road for the purpose of allowing other traffic to pass, he shall be liable to a penalty. The penalty is £10 when the driver is owner of the vehicle and £5 if he is not.

Obstruction may, therefore, consist of a number of various acts. In all cases the basis of the offence is unreasonable use of the road. It does not matter whether the vehicle causing the obstruction is moving or stationary; for if a slow car holds the centre of the road so that fast cars cannot overtake it this would be obstruction.

The whole matter is a question of fact for each case. There is no absolute right for a fast vehicle to have room to overtake a slow one. Accordingly, the fact that a fast vehicle is impeded does not mean to say that it is "obstructed," nor that the driver of the slow car is negligent or wilfully obstructive. These charges must be proved on the merits of each set of circumstances.

The fact that the Highways Act of 1835 makes it an offence for a driver to omit to draw his car to the left when other traffic wishes to overtake him does

not make him necessarily guilty if he drives in the middle of the road. The Judges have been very careful in such cases always to point out that where there is no other traffic about a driver may drive on any portion of the road. The elements of wilfulness and unreasonableness must be present.

What would be reasonable in a country district would not necessarily be reasonable in a busy town. Obviously the circumstances alter with the character of each set of conditions.

Hence the mere fact that an owner leaves his car by the roadside does not render him liable to a conviction. If such conduct were unreasonable in view of the width of the road, the character of the neighbourhood, and the amount of traffic, and if, in addition, there was some element of negligence or wilfulness, a prosecution under the Act could be maintained.

In general, before any offence can be said to have been committed, there must have been some actual impediment to some other vehicle. But this is not strictly necessary. A driver can, by leaving his car in certain positions, such as on a corner of two streets, or in the middle of cross-roads, or by the side of a refuge in the middle of the street, force other vehicles to go on the wrong side of the road or to take greater risks of collision with other traffic.



The clink of ice against the glass may soon be welcome.

In such a case, although there has been no actual obstruction altogether, since the overtaking vehicles are able to get past by some means or other, there would be an obstruction in law for the impeding of part of the highway is as much an offence as impeding the whole. And it is not necessary to actually obstruct anyone, in order to commit the offence, if the conduct of the offender was calculated to cause inconvenience to other traffic.

It will be seen, then, that the obligations of a motor driver are somewhat involved and difficult to define. In leaving his car by the roadside he must be sure that his conduct is not only reasonable in his own eyes, but reasonable in the opinion of a Judge and jury, and this he can never tell. The fact that he leaves someone in charge of the car will not necessarily afford an excuse, for, as was said by the Judge in one case, there would be no proof that the person so left in charge would be able to move the car if required.

Under the Town Police Clauses Act 1847, section 28, which is in force in municipal boroughs and urban districts, it is an offence to repair a vehicle on a highway and cause an obstruction thereby. If no obstruction is actually caused, then no offence is committed. The evidence of a police officer is generally enough to prove the offence, and it is not necessary to have any evidence from the persons who were actually obstructed.

In the Metropolis the Metropolitan Police Act of 1839 applies, and no offence is committed unless some actual obstruction is caused.

The Motor Car (Use and Construction) Order of 1904 prohibits the obstructing of highways by motor cars, and it has been held that an offence under this Order is not an offence in connection with the driving of a car and does not therefore carry an endorsement of the licence with it. However, the Motor Car Act of 1903 provides for endorsement of licences on the commission of offences under the Use and Construction Order, and the licence can be endorsed for an offence under the Motor Car Act.

Whether endorsement is incurred or not the penalties remain, and remove the immediate provision of parking space in towns an urgent necessity.



These Famous Drivers run on "BP" the British Petrol

The most successful racing motorists select "BP" the British Petrol.

On March 24th, Major Segrave, driving a Grand Prix Sunbeam, made the fastest time of day for cars (the fastest for motor-cycles was made by another "BP" user) at Kop Hill Climb. He covered the distance of 902 yards in 28½ seconds. He used "BP." Last July Mr. E. A. D. Eldridge, on his Fiat, set up the world's record flying mile, 147.69 m.p.h. This record still stands unbroken. Meanwhile Mr. Eldridge has captured many other records—on "BP."

Major Harvey was the first driver of a British car, the Alvis, to win the 200 miles race at Brooklands—which he did on "BP" at a speed of 93.29 m.p.h.—which for a car not

fitted with supercharger still stands as a record for this race.

Last October the same driver was successful in breaking 39 records in one day, when he covered 700 miles in under eight hours—a speed of over 88 m.p.h.

Mr. Gordon England, with his Austin Seven, apart from his other successes, set up no fewer than 21 records on "BP"—all at a speed of over 80 m.p.h.

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Remember, also, that "BP" is British Petrol.

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THE LURE OF SOUTH AFRICAN TRAVEL

COASTAL SOUTH AFRICA is one of the most fascinating portions of the Empire, notable for superb climate and beauty.

In Durban or the Cape Peninsula, for instance, the visitor is quickly rewarded for the long voyage, so vivid and picturesque is the scene, so generous the sun. The soft breath of the South, the warm and brilliance will be a grateful change after the chill and greyness of the northern hemisphere. And one's first evening, on the balcony of some fashionable hotel, will probably be like a dream come true—jewelled and lustrous with African stars, hauntingly perfumed by sub-tropic flowers and trees.

Thus the glamour of South Africa will be felt from the outset, and will increase the more the country is traversed. And on returning to Britain the visitor will have great store of cherished memories and the frequent longing to be back in Africa.

A book of three hundred pages on the subject is being distributed free. Obtainable from the Publicity Agent, Office of High Commissioner, Union of South Africa, Trafalgar Square, London W.C.2 Write for Travel Book "D.K."

WITH THE PRINCE IN SOUTH AFRICA

By A. M. ADAMS

One of the outstanding features of the Prince's tour in South Africa has been the amount of motoring accomplished. Some of the more charming portions of these trips are here described

NO doubt some of the most pleasant recollections which the Prince of Wales will carry away with him from his South African tour will be those of the many delightful motor trips which he will make both in the Union and in Rhodesia, as his itinerary has been so arranged that, where possible, His Royal Highness will journey by car to enable him to see the beautiful country more intimately than is possible by train.

Already he has travelled some hundreds of miles by motor. For he has been to all the beauty spots of the Cape—that glorious portal to a golden land, Capetown—and has driven to Cape Point, thus getting a glimpse of the Peninsula. For this drive of 100 miles is all-embracing of the magnificent scenic panorama which unfolds itself as the motorist progresses towards Simonstown, and so on to journey's end and Vasco da Gama's pillar, which marks the spot where the Cape was first sighted so many hundreds of years ago. Thus the romance of this old, but new, land will have appealed to the Royal motorist in his drives around this the oldest part of the country and of the Cape Province. He will have seen that the roads in the Cape Peninsula are not excelled by any roads the world over. This is a bold statement, but a true one. The scenery also is absolutely unequalled. In her winter dress the Cape will have proved as fascinating as (if not more so) in the summer heat, with Table Mountain aglow with the heaths and the proteas for which the Cape is famed.

He has already visited the vine country, Stellenbosch and The Paarl, and he has been given a right royal welcome by the sturdy Dutch farmers, who came in commando to receive him. And he has also visited Frenchhoek, where the descendants of those Huguenots who were driven out of France by the Edict of Nantes settled over two centuries ago.

More recently has he had the unforgettable experience of motoring at George, through the Wilderness and Kraysna, places which are steeped in romantic beauty. At one place the road is cut right out of the mountains, and is cut tower above, now smiling, now frowning, as shade follows sunshine;

while dense forests, rushing streams, luxuriant foliage and vegetation all combine to form a picture which Nature has painted so wonderfully here. And over and above all is the winter sunshine of South Africa and the tonic air, with that "tang" in it which the cooler days bring, making the motorist feel that life is indeed worth living in this lovely land.

Another experience which he is not likely to forget will have been his when he has motored to Oudtshoorn over the Montagu Pass and taken the road which winds upwards for five miles, at each point revealing new beauties, new wonders. This is the home of the ostrich, as Oudtshoorn supplies a large proportion of the ostrich feathers to the world's markets. The Prince has seen for himself how painless it is for the birds to have the feathers clipped, as he himself has clipped some while visiting an ostrich farm at Oudtshoorn. From Oudtshoorn he has motored to the most wonderful stalactite caves in the world—the Congo Caves—which were accidentally discovered, by the way, one day by a Dutch farmer. The country

through which the motorist passes *en route* to the caves is wildly impressive, as valley and mountain alternate, the beauty and variety of the indigenous flora of this district being seen as the car speeds on its way, while acres of luxuriant tobacco will be passed, and fields of lucerne, on the way to Grobelaar's River and the Congo Valley for the entrance to the caves.

When he is at Port Elizabeth he will motor out to the Addo Bush from Uitenhage for an afternoon's elephant hunting, as a herd of wild elephant infests the bush here, and to the fearless sportsman, like the Prince, offer many thrills, for the elephants, though smaller than the orthodox type, are very cute, and most dangerous if cornered by the inexperienced sportsman. The beasts are doing such tremendous damage to the bush that an order has gone forth for their extinction, but such an order is not very easy to carry out. Port Elizabeth is generally called the Liverpool of South Africa, but the district around will furnish many delightful motor expeditions should time permit. It was here in 1820 that the little band of British settlers arrived, many of whose descendants occupy leading positions in the Union of South Africa to-day.

The Prince's tour of the Native territory of the Transkei will provide some fine motoring, the roads being quite good from East London to Umtata, which is the capital of the territory. The Transkei is a vast expanse of country peopled almost entirely by native tribes, who are responsible for the government under the jurisdiction of the chief magistrate and the Minister for Native Affairs. The natives have a Council, which is called a "Bunga," which meets once a year at Umtata and passes resolutions regarding the administration of the native laws, the resolutions having to be ratified by the magistrate. Parts of the Transkei are wild and rugged, affording magnificent stretches of scenery, while in others—Pondoland, for instance—there are, as it seems, endless miles of rolling downs, or veldt, which in places are quite devoid of even a solitary tree. Motoring in these territories means negotiating hills sometimes five or six miles long, but the roads are tributes to the genius of the South

TIME OF THE *Post Waggons' Starting* TO AND FROM Cape Town & Stellenbosch.

The Waggons start on Wednesdays and Saturdays, viz.

In the months of November, December, January and February, at 5 o'clock in the morning.

In the months of March, April, September, and October, at 6 o'clock in the morning.

In the months of May, June, July, and August, at 7 o'clock in the morning.

The Cape Town Waggon starts from the Stadthouse in Cape Town, and the Stellenbosch Waggon from the Post Office at Stellenbosch.

They meet at the Widow Laurens Jansen's House, at Kuils River, where they remain one hour only.

The old way, when the journey to Capetown was an "adventure." To-day the Prince's journey to Stellenbosch is one and a quarter hours!

PLACES OF INTEREST INCLUDED IN THE—



Mixed bathing is one of the joys of the visitors to Durban during the winter season, when Durban is the most fashionable resort in the Union. Bathing parties are held at night near powerful arc lamps. "The smoke that sounds" is the picturesque name which the natives give the columns of spray from Victoria Falls (centre). The spray can be seen for many miles before the Falls are reached. Rhodes's grave, Matoppos, Rhodesia (top right), from which can be



seen a magnificent panorama. Rhodes called his "World's View." Near his grave is the grave of his long friend, "Dr. Jim." The Shangani Memorial can be seen at the back of the picture. The two pictures below illustrate a native war dance, one of the entertainments which will be arranged for the Prince of Wales. One photo shows the orchestra of Kaffir pianos. The natives, as they give their dances, work themselves to an unbelievable pitch of excitement.



—ITINERARY OF THE PRINCE OF WALES'S TOUR



Oudtshoorn, Cape Province, is the centre of the ostrich farming industry. The birds here furnish most of the feathers for the world's markets. In the ruins, we illustrate the Zimbabwe Ruins, Conical Tower. The age of the ruins is unknown, as considerable controversy wages around the people who created them and the civilisation which they possessed. The Zimbabwe ruins are the most interesting in South Africa. The Prince will motor through when in South Rhodesia.



The Town Hall, Ladysmith, Natal (bottom left), showing the hole made by a Boer shell during the Boer war and the historic siege of Ladysmith. Capetown, The Pier, Table Mountain, and Lion's Head, the "golden portal to a glorious land" (top right). In the bottom right illustration we depict the Baobab Tree, Victoria Falls, which is supposed to be one of the biggest trees in the country. The size can be gauged by comparison with the figures standing in front of the tree.



African engineers, because even in an ordinary car these hills can be climbed quite comfortably on second gear.

Proceeding on his way by train, the Prince will have opportunities for motoring in the Free State when he stays at Bloemfontein, the judicial capital of the Union, and at Westminster, where he will rest for two days to play polo, probably motoring also when he visits Basutoland (another Native territory), where he will stay at Maseru for another short rest and polo. It seems as if the Native territories will provide much of the Prince's motoring, for Zululand (where he will stay at Eshowe, famed for its beauty) will be reached in early June, and Swaziland, another Native territory, about the second week in June, when he will motor to Mbabane, which is the headquarters of the Swaziland Government. The Prince will start from Ermelo, which is just over 90 miles from Mbabane, forming part of the motor road from Johannesburg to Lourenço Marques, in Portuguese East Africa.

The road east of Pietersburg, in the Northern Transvaal, where the Prince is due about the 18th of June, is through mountainous districts which are wildly grand, quite different from other parts of the country, as it lies over 4,000 ft. high and the air is like wine in its invigorating qualities. The inhabitants of the district are ardent motorists, as nearly everyone owns a car, the roads from the town being in excellent condition.

Although seekers after big game frequently use the motor as a means of transport in these regions, yet the route which leads to the Sabie Game Reserve, where His Royal Highness will shoot for three days this month, is not good; therefore one wonders if he will motor there. This reserve is a paradise for the hunter, as he will see there all the big game, including lions and other animals generally grouped under the title "royal game." Shooting is prohibited in the Reserve, but the Prince will have some excellent sport provided for him there. If he motors he may pass through the beauty spots of what can justly be called an "alpine region," for at Haenertsberg, through the far-famed Magoeba's Kloof and on to Tzaneen (which he will visit subsequently to the Sabie) he will see country which is startlingly unlike anything which one expects at such comparatively short distance from the hives of commerce and mining. The days will be perfect, for winter in this region is the most delightful time of the year, with sunshine all the way and no fear of rain for months to come. In the distance he will glimpse the majestic

mountains, towards which the car will speed him, the road cutting through lofty mountain passes and skimming precipices, passing through forest scenery which grips one as the car purrs on its way to Magoeba's Kloof, which is 2,000 ft. below. It is so arresting to discover that one is rapidly coming to a sub-tropical region where the air is soft and warm and all the vegetation is such as one finds in tropic lands, while as far as the eye can reach is a wondrous panorama through which the motor road winds on and on in its quest of still further beauties and still greater surprises.

At Pretoria the Prince will remain for some days, and while at the capital he will most assuredly use his car to visit the principal places in the immediate vicinity. It is a pity that he will not see the jacaranda trees in full blossom, the trees with their graceful clusters of blue petals, which line the streets and make Pretoria almost a fairyland during the summer. At Government House, where he will make his headquarters at Pretoria, the gardens are very lovely. On the way to Potchefstroom (where there is an important agricultural college) the Prince may find time to visit the Hartbeestepoort Dam, one of the finest in the country.

He will then move to Johannesburg, the "golden city on the reef," where the inhabitants are absolutely delirious with excitement in anticipation of the Prince's visit. He is due there on his own birthday, and he is to receive a magnificent birthday gift in the form of a golden trophy, to make which each of the mines has contributed so much pure gold. While at Johannesburg the Prince will stay at the Rand Club, which has been placed at his disposition, because there is no Governor-General's residence at this city. From "Joburg" — as it is always called — excellent motor roads will take him in many directions, one road leading to Pretoria, which is only 1½ hours by car from Johannesburg. Later in the year when the mimosa trees, which line the road, are in full bloom, one is absolutely drenched in perfume while motoring along the Pretoria Road.

Bechuanaland, and King Khama's country, will probably provide the Prince with further opportunities for motoring, as he is having a camp in that territory, where he will rest for two days at the end of June, before he goes on to Southern Rhodesia, the youngest colony. This will be subsequent also to his visit to Mafeking, which is the seat of government of the Bechuanaland Protectorate, the town itself being small and unimposing, the principal object of interest to the

visitor being the Siege Memorial in front of the Town Hall. One wonders if the Prince will visit the Native land of the Baralong tribe, which is about a mile from Mafeking. The chiefs of this tribe administer their own territory, and the town is under their jurisdiction. This tribe is distinct from Khama's, the Bamangwato, which is a progressive race, thanks to his wise kingship. Khama's son now reigns, and one wonders when he comes with his staff to pay homage to "the son of the Great White Chief," whether the staff will wear the same quaint uniforms which his father's aides-de-camp wore on State occasions, one of whom appeared in an old uniform belonging to an officer in the Blues, which was probably found during the Boer War.

When he is staying at Bulawayo, where he will have three busy days from June 29th to July 2nd, the Prince will enjoy motoring on the splendid wide roads which abound in the vicinity of the capital of Matabeleland. One of these trips will be to the Matoppos, where he will climb the hill to World's View and stand by the grave of Cecil Rhodes, who is buried in the spot which he loved so well and from which in days gone by he could see such a vast expanse of country, which accounts for the name—World's View—what was what Rhodes always called it. Peeping in and out of the fissures of the rocks one can glimpse vivid lizards, which scuttle away at the approach of humans. At a little distance from Rhodes's grave lies his life-long friend "Dr. Jim," and at the top of these graves, on the slope of the hill, is the Shangani Memorial to the memory of the brave band under Major Wilson who fell at the Shangani River when they were surrounded by the Matabele.

There remains but a brief mention of some other motor trips which His Royal Highness will make, notably to the wonderful Zimbabwe ruins from Victoria, and also to the Central Estates from Univuma—one of the best spots in Southern Rhodesia, where he will have two days' big game hunting.

At the Victoria Falls he will be able to motor, owing to the short distance though he may do the short journey to Livingstone—the capital of Northern Rhodesia—by car from the Falls, which is only about seven miles away. The awe-inspiring effect of the falls there is no space to speak. I wonder whether he will do much motoring in Northern Rhodesia, where he will spend a very busy few days before turning his face southward on his way to Bulawayo. Here he will arrive on July 22nd, and then he will bid farewell to "the wonderful land of sunshine."

A PRINCELY SIGHT FOR THE PRINCE



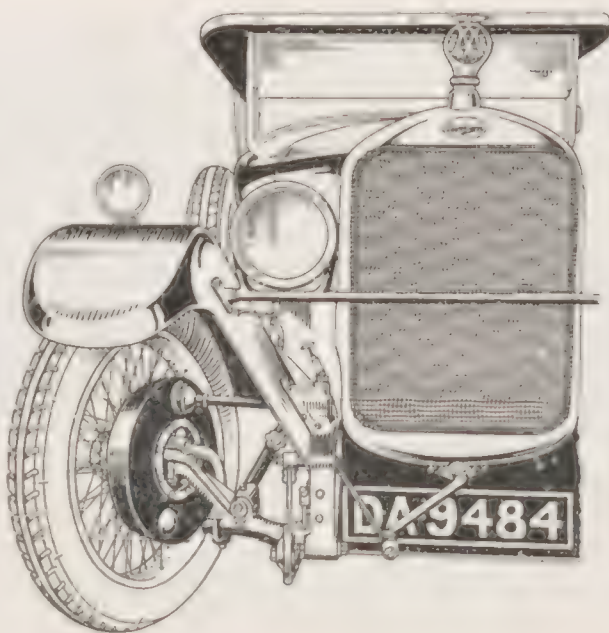
NATAL, which was included in the Prince of Wales's African Tour, has many beautiful waterfalls which boom their welcome to the traveller. Umlaas Falls is one of the most picturesque in the Garden Colony.

THE 20/60 H.P. SUNBEAM—PROVED EFFICIENT!

Few cars possess such an excellent reputation for unflinching performance as the 20/60 h.p. six-cylinder Sunbeam.

IN a thoroughly good car there are so many features which delight the heart of the owner that we have chosen to classify them in an unusual manner—according to their respective effects upon his being. Some please the eye, some are soothing to the ear, a number delight the touch, while all content the mind.

In the first place, the lines of the car are good to look upon—finish, grace, and its symmetrical proportions; secondly, the dulcet hum of a sweet-running engine falls ever pleasantly upon the ear; thirdly, delightful thrills are imparted to the touch by (i), the accelerator pedal, controlling

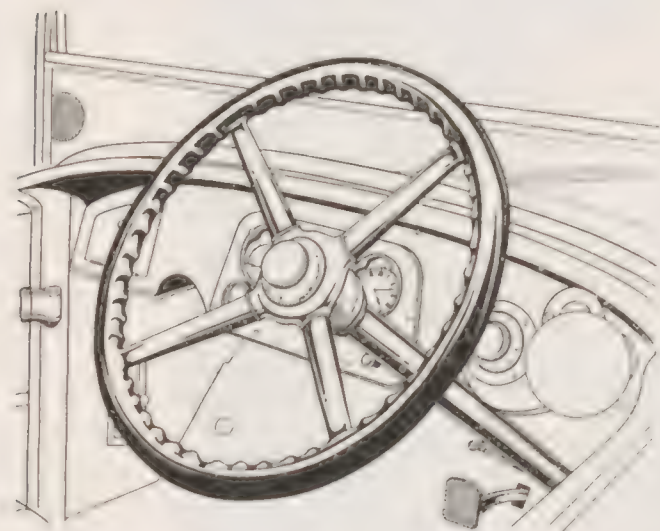


Sunbeam construction is of a sturdy character throughout, as the sketch above denotes. Efficient front-wheel brakes are fitted, Hartford shock absorbers, a spare wheel and tyre on either side of the bonnet, while headlamps are mounted on an adjustable cross member.

the two reasons that "top," possessing such a wide and powerful range, reduces to a minimum the necessity for a change to be made, and because the desired ratio can be so easily and quietly obtained.

Driving in city traffic is truly more of a delight than a terror, because the car's high degree of reliability is extremely comforting. While on the clear and open road that "mechanical energy" eagerly awaits the demands of the owner. Be it 5 m.p.h. or 60 m.p.h., it is a matter only of desire; the speed is there for the asking.

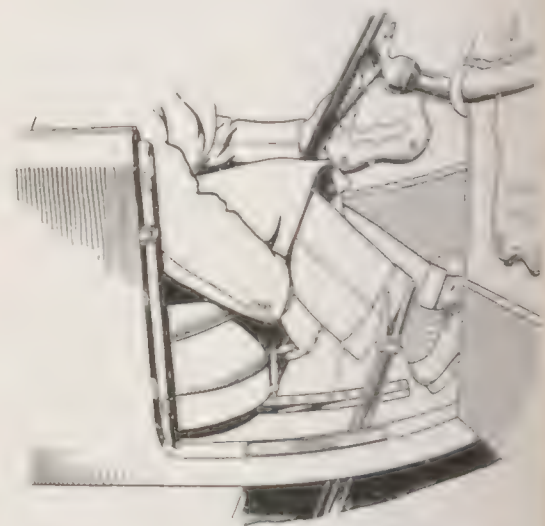
Now we come to the four wheel brakes, and these, of proved



Ignition and throttle levers are dispensed with on this model. Revolving "setters," similar to wireless tuners, take their places—ignition on the steering wheel, and throttle adjustment on the instrument board.

the rich surface coverings of the seats, or the exterior lustre of the coach, being of the best quality procurable.

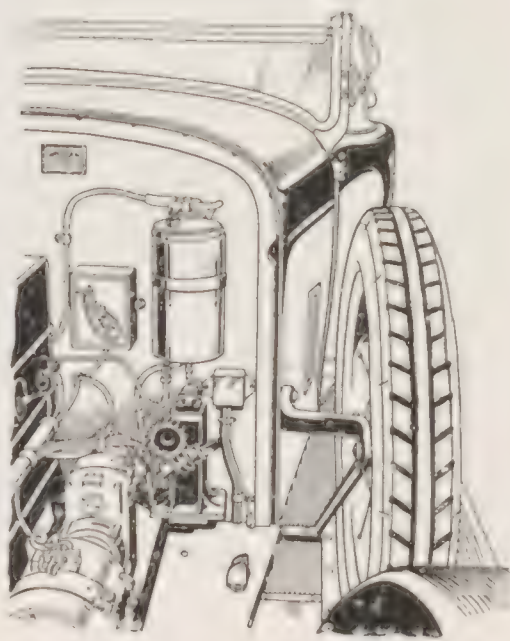
Jumping now from the artistic to the mechanical, gear-changing, we think, is another pleasing feature, for



Front seats are adjustable for leg room, and can be adjusted while the person is seated—a simple backward or forward sliding motion to the notch giving the most comfortable length.

as it does that huge mass of mechanical energy beneath the bonnet; and (ii), the ready response of the steering and driving controls; while, lastly, it is only logic that if one's vital senses are pleasantly concerted, the mind must be happy and content. And one such a car, possessing these goodly attributes is the 20/60 h.p. 6-cylinder Sunbeam.

In this delightful touring car there are still numerous points for praiseworthy comment. The coachwork, for instance, is select, solidly designed, and soundly constructed; while the exquisite body-finish is a creditable example of the British coachbuilder's art. Sunbeam upholstery, moreover, conceals no patchwork, and no crafty and rubbishy padding; the materials which form the foundations either for



The jack when not in use is carried under the bonnet, as illustrated above. Note the strong spare-wheel supports and the pleasing degree of engine accessibility.

pattern by years of experience. One of the car's most excellent attributes, certainly, is its Velvety-smooth in operation, certain in their braking effect, they will bring the car to a standstill from all travelling speeds in a most satisfying manner. While, as we ourselves have experienced, there is never the remotest suspicion of a skid on even the greasiest of roads. And we make these remarks on the efficiency of the brakes following a severe trial made some few months ago on roads coated with treacherous snow-slush.

In conclusion, at the price of £1050 with a moderately low upkeep cost, the 20/60 h.p. 6-cylinder Sunbeam touring car constitutes a proposition of outstanding merit. Moreover, its efficiency is of world-wide reputation.



A delightful picture of the 20/60 h.p. Sunbeam touring car, the beautiful qualities of which hold the envy and respect, where automobiles are concerned, of the world and his wife.

THE COURTESY OF THE ROAD

By MAJOR STENSON COOKE

The monthly wireless broadcasts by Major Stenson Cooke, of the Automobile Association, on "Road Manners" should have a valuable effect upon the future courtesy of the road. Below we print extracts from the first of his talks

WHETHER we push a pram or a barrow, ride a bicycle, drive a horse or a car, or walk, the road belongs to us all.

The road does not belong to any single or separate section of us, but to us all. To think otherwise, and to act upon that thought, leads to bad manners. Over twenty years' work on the road, and for the road, has taught me that nasty accidents, as well as regrettable incidents, arise chiefly from bad manners.

How well we know the type of inhumanity which will barge through an hotel swing door, or jostle inoffensive people in a queue—just to save an unimportant moment. He is nuisance enough on foot—on wheels he becomes a menace.

Picture, please, for a moment—any old road you know. Plenty of traffic and plenty of room for all decent folk. Cars—cycles—traps—coming and going on their lawful occasions.

Somebody—one of the type—still chasing that ridiculous moment, pulls out and tries to pass. In doing so he takes someone else's part of the road. He has done it many times before and it has come off.

This time it doesn't!

Someone else, pursuing the even tenor of his way, resentful, like every good Briton, of aggression, says under his breath: "No, you don't. You jolly well get back to your proper side. This side is mine"; and very often, before their respective telepathies can connect, and Mr. Bad Manners can pull in again—S M A S H. And that's that! The offender has smashed in haste, and will no doubt repent at leisure, but the lesson is costly. What can we do about it?

At one time or another you have been annoyed by the person who barged through the hotel swing door regardless of peaceful you; who kept to the crown of the road and forced you to take the ditch; who, cycling, kept obstinately in front of you, Mr. and Mrs. Motorist, for a mile or so and wouldn't turn in to let you go by; who drove past you, Mr. and Miss Cyclist, at umpteen miles an hour and "shaved" you by an inch or two, when he could easily have spared a yard. Oh, yes—you remember!

You feel—don't you?—that the world



Major Stenson Cooke, the Secretary of the Automobile Association.

would be better without such people, and you wonder, with me, what we are going to do about it. Well, I think we can see daylight.

Our old country prides itself upon a funny old sentiment called Precedent. The particular and pre-eminent Precedent in this case is—Discipline. The traditional, inherent sense of Discipline of the British Public. There is nothing in the world to equal it.

If you want to see it working, walk into a London tube station at the busiest time of morning or evening. You will notice on the platform broad white lines—they indicate the spots where the tube cars will stop. You will see people lining up quietly, two by two, behind those lines.

This traditional, intuitive discipline of our race is a source of wonder and envy to the world at large. And rightly so.

It is born of common sense, which impels us to appreciate that rules are made for our benefit, and are administered for our comfort, and that to conform to them will make our common pathway easier.

We may well hope to see that inherent sense of discipline spread out from tube and street to the open road. It will take time, of course, but it will come.

If example be needed—let me commend to you the London 'bus driver

His training must be wonderfully perfect. His road manners are perfectly wonderful. Beside his ponderous machine the typist may cycle to her work in the sure and certain knowledge that he will never deny her decent riding space nor wittingly cause her anxiety. To others he is alike considerate and courteous.

The road user may get along much more quickly. By the time a sufferer from his conscious or unconscious discourtesy has framed a suitable reply he is well on his way to his next misdemeanour. He cannot profit by a black look or muttered protest. It will therefore take longer to educate him.

It boils down, then, to this: We must help each other; we must teach each other; we must school ourselves—each and everyone—always to give a little, in the hope sometimes to get it back. On foot or cycle, or in a car, without loss of dignity, we can take pattern by our friend the 'bus driver.

It is a graceful and a kindly act on the part of a pedestrian to look before he steps on to a road usually full of fast traffic, or—having sinned by omission, and having been saved from disaster by clever driving—to smile an apology instead of looking murder!

It is a graceful and kindly act for anyone to help an approaching vehicle near a cross-road or corner by a friendly signal, meaning—"Look out," "Something coming," or "All clear," "Carry on."

It is a graceful and kindly act, as well as a bounden duty, for a driver to spare the nerves of the timid foot passenger, the labour of a plodding draught horse, or the life of a dog—at the mere expense of an unimportant moment or two.

It is graceful and kindly for a driver always to give a cyclist plenty of room; for a cyclist always to acknowledge the hoot of an overtaking driver by a courteous signal, and for the driver to answer that courtesy by a friendly "Thank you."

With road manners particularly, with life generally, it's the little things that count.

May I put it to you, Mr. and Mrs. Master and Miss Motorist and Cyclist, that it rests with us to encourage the graceful and kindly and to deprecate the thoughtless and selfish.

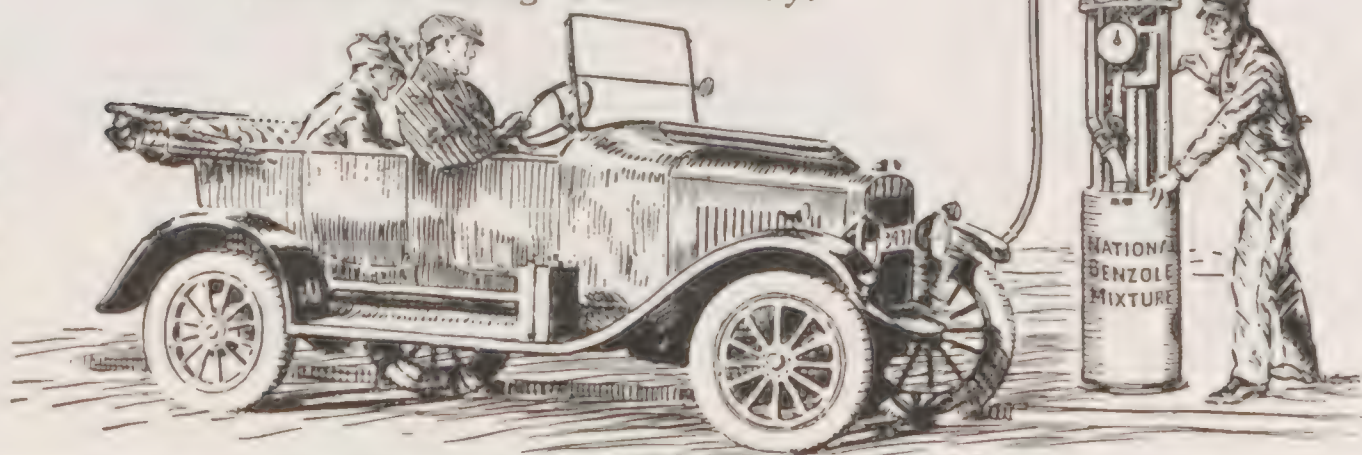
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REAL SERVICE FOR THE MOTORIST

The policy of THE MOTOR OWNER embodies the belief that Service is one of the vital factors making for the betterment of motoring conditions in this country

WE think it unquestionable that one of the most vital factors in the further development of motoring in this country is bound up in the word Service. In saying that, we do not for a moment suggest that the car of to-day is less reliable than the car of yesterday. On the contrary, we all know that the representatively good motor car of to-day is a wonder of reliability. But the word Service does not necessarily mean the putting right of anything that has failed. That is only a part interpretation of its full incidence. To the car owner it stands for very much more than that.

Everyone knows, for example, that, however excellent the car, there are certain items which need attention from time to time. As a case in point one might cite the brake adjustment, or tappet resetting, or even decarbonisation. No car in the world is free from the need of such attentions.

Whether you get these done efficiently or economically, or have them attended to in a more or less haphazard way—and, perchance, pay excessively for the work—is an important branch of the tree of Service.

Then, again, from time to time one needs rather more important work—irrespective of the quality of the car. Here again it makes all the difference whether the firm from whom you have bought the car can combine efficiency and economy or merely "do the job." The difference is vital to the interests of the motor owner.

For our own part we often wonder why a buyer does not automatically make his purchase from a firm whence good Service is known to be forthcoming. The car costs no more—and in the future attentions it will need, the work will be accomplished more efficiently and economically. To ensure the best Service you should buy your car from a distributor or authorised dealer—a point too frequently overlooked by the car buyer to-day.

Because we believe so firmly in the need for

In the following article we describe how excellently such things are handled by Messrs. Shaw & Kilburn, Ltd., who hold a leading position in this respect.



As an indication of thoroughness in Service three dressing-rooms for gentlemen and three for ladies are provided: one of the ladies' rooms.

good Service, and still better Service, we are making that feature of motoring development a characteristic of our own service to British motoring. We start with one of the best and most progressive concerns in the world, Messrs. Shaw

and Kilburn, Ltd. They believe so thoroughly in the vital incidence of Service that their General Manager has just returned from an extended tour in the States, where every aspect of that question was carefully studied.

As this article will explain to you, every normal need of the motor owner has been efficiently provided for. As a matter of fact it is an astonishing place—a great modern building erected on the site of the house and garden of the great satirical artist, Hogarth. One wonders what Hogarth would have thought of it. The man who drew so many phases of the rough society of his day might have felt out of place in this centre of life of luxury in the heart of the world's greatest city, but perhaps it might have softened the harshness of his satire. He who loved to draw the coarse, brawling ruffians who bore bewigged, powdered and patched ladies in their sedan chairs, would see here well-groomed, smartly uniformed chauffeurs and forty horse-power sedans which bear the far more fortunate ladies of our times.

It is difficult to give an impression of this remarkable Hotel de Luxe for the automobiles of to-day, because there are so many points from which it may be viewed. The word "Garage" does not describe it. Certainly it is capable of accommodating four or five hundred permanent and temporary guests, but that is only the beginning of its usefulness. "Hotel" does not describe it fully, for it is also a hospital and nursing home for cars. It is also a great department store in which every item from a crankshaft to a tortoiseshell vanity box for a lady's car can be found.

When one drives into the great courtyard one's first impression is of wonderful orderliness and cleanliness. Everything seems to be done easily, quietly and without fuss. That is the result of perfect organisation. Such an obsolete vessel as a petrol can in this super motor caravanserai (you may see the pun, but it is unintentional) would look



The Essex six-cylinder coach is one of the leading types of car specialised in. It represents really wonderful value for money. It provides comfortable accommodation for five passengers and has a dignified appearance.

as absurd as a leather bottle at the Ritz. Underneath the ground floor there is a petrol tank fourteen feet deep and so long and wide that if it were filled with water it would be an excellent swimming bath in which a water polo match might be played.

By the aid of pumps the work of filling up occupies seconds only—without fuss.

Tyres may be inflated almost as quickly, for in each bay that accommodates a car there is a flexible tube connected with an air compressing plant.

The big building which surrounds the courtyard on four sides towers skywards, and at one end is a great electric lift which works without a sound. It is of such dimensions that it will accommodate two of the largest cars made, or four of the popular ten horse-power models. In a minute or two, this giant elevator, in a curiously effortless manner, raises a load of cars to the first, second, third or fourth storey. Perhaps they may go to the vast washing room ingeniously lighted with electric lamps like those we see on the decks of Atlantic liners. These lamps are placed low on the walls so that every part of the car can be seen. Other powerful swivel mounted lamps depend from the ceiling.

All round this great room are hose pipes so that dozens of cars can be washed down at the same time—quickly and without fuss. Organisation again.

If you can discover how all those cars can be washed simultaneously without



A 14 h.p. Vauxhall chassis with Welbeck all-weather coachwork by the Grosvenor Carriage Co., Ltd. The real excellence of this company's coachwork is generally appreciated, alike in regard to quality and dignity.

the expected result of a floor covered ankle deep in muddy water, you will have solved a problem that puzzled us. The architect, Sir Henry Tanner, who designed the building, would know, but perhaps he would prefer to keep his secret. The average motor owner who cannot wash down his car in comfort unless he dons waders or a diving suit, would like to know how that vast floor is drained.

Here, as everywhere else, one sees the results of forethought and efficiency.

After being cleaned and polished, cars may be raised to another storey, there to await the time when they are needed. There is an elaborate system of checking so that the whereabouts of any car in the great building at any given moment is known. We did not pry deeply into this part of the system, but we know it works, because when a car was required to take us to another branch of the business in Conduit

Street the right one was brought down from the fourth storey in far less time than would have been occupied in getting one out of the average ground-floor-only garage.

Owner drivers may enjoy the experience of piloting their cars into the lift, sitting at their wheels while they ascend heavenward and then driving out again at a height which enables them to look down on the rooftops of huddled London.

To childish minds (like ours) the experience is as thrilling as any that can be enjoyed at the Amusement Park at Wembley.

One can even drive one's car from the lift to the great flat roof so far above the surrounding buildings that one can see for miles across the slates and chimneys, stabbed here and there with church spires, until in the far distance the horizon is blurred by the London haze.

Mechanics may work on that great roof in the summer. Imagine the difference between working on that breezy height and in the dusty, ill-lit garages to which their less fortunate brethren are accustomed.

And remember that to work in comfort generally means to work well.

We visited the repairing departments and received many surprises. Who would expect to find in the centre of theatrical land, restaurants and Vanity Fair an equipment of machine tools such as we are accustomed to see only in the works of the larger motor manufacturers?



One of the coachbuilding shops of the Grosvenor Carriage Company's works in Willesden Lane; a valuable adjunct of Shaw and Kilburn Service.



A portion of one of the several well-equipped repair shops at the main depot of Messrs. Shaw and Kilburn, 112, Wardour Street, W.1.

In this wonderfully contrived Shaw and Kilburn Garage there are gear-cutting machines which are capable of producing any gear which is used in a car. They even cut bevel wheels, parts not always made even in well-equipped car factories.

Of course this involves a case-hardening plant, and just as an indication of the thoroughness of the firm, we may mention that in the engineer's office there are delicate little instruments which show at a glance the temperatures of the various furnaces.

There is another instrument there, called a scleroscope, which is particularly fascinating. It is a little device for testing the comparative hardness of metals.

How do you think you would find out in the quickest possible way if one piece of steel were harder or softer than another? You would not be likely to guess in a year.

Well, it is done by bouncing a little weight, tipped with a diamond, on the steel to be tested, and measuring the bounce.

The diamond-tipped weight is contained in a glass tube calibrated from zero to 100. Connected to the instrument is a rubber tube and bulb, similar to the pneumatic means of operating a photographic shutter. When the bulb is pressed the small weight is forced to the top of the glass tube and automatically released so that it falls on the metal to be tested. The operator watches keenly and notes that the weight after striking the metal



The comprehensive range of Vauxhall cars is a leading activity. This car is a 23/60 Vauxhall Carlton saloon built by the Grosvenor Carriage Works.

bounces back to the position on the tube marked, say, 55. Another sample of steel might give a bounce of 90, and the difference indicates the relative hardness.

Now consider for a moment what these refinements of equipment mean to the average motor owner. Let us suppose that he has a somewhat old car for which it is difficult to obtain spare parts. If any mechanical item needs renewal, it must be made to the pattern of the part to be replaced. Such work may be called ordinary motor engineering, but how many repairers would take the trouble to ensure that the quality of the metal used for making the new part is precisely the same as that used for the original part? Not many!

To the layman steel is just steel, but the technician knows that in a car of refinement there are dozens of different kinds of steel nicely adapted to the work

to which they are applied. Some parts have a soft core and an almost diamond hard exterior, some are hard right through, some are alloyed, some are tempered to make them elastic; all have their uses, and they are almost as varied and as well adapted to their work as are the parts of the bony structure of an animal. There is a lot of difference between a tooth, which is case hardened by nature, and the material of which a thigh bone is composed. The inorganic parts of a car have, by the processes of evolution, directed by human intelligence, become

as exquisitely adapted to their purposes.

We mention these facts, which may appear obvious to technically-minded motorists, merely because it is usually details that indicate the efficiency, or the opposite, of any body of craftsmen.

That little metal-testing scleroscope with its bouncing diamond-tipped weight is only one of hundreds of clever devices, and it might easily pass unnoticed, but it does prove that in the Shaw and Kilburn garage nothing that makes for efficiency is forgotten.

It would be rather fun to try that diamond on the heads of the Management. We fancy there must be some hard-headed business people behind such an organisation as this.

We might write yards of description about the machine shops where are made even such highly specialised items as pistons and piston rings. Why make them, you ask, when the parts can be obtained from manufacturers? Well,



A ground floor view of a portion of the garage accommodation which is capable of housing very nearly 500 motor cars.



One of the showrooms at Wardour Street, where there are usually some 50 new cars on view—a small motor exhibition in itself.

remember that sometimes cylinders are re-ground, and when that is done a slightly larger piston than standard is required. That such parts are made at Wardour Street is one more indication of thoroughness.

We might write also of the big store where rows of indexed bins contain such a complete assortment of spare parts that many cars could be completely assembled on the premises. A client can walk to a counter and in a few seconds receive from a storeman, with almost uncanny knowledge of the vitals of cars, any desired part.

All these well-managed departments are interesting, but we may turn for a while from the technical side to glance at the methods by which the firm ensures the comfort of clients.

As an example, we noted that very charmingly furnished dressing rooms are provided for lady and gentlemen customers. Clients may come in from a day's run, retire to a dressing room, wash and change, while their cars are having the signs of travel removed, and emerge in evening dress ready to drive in a newly polished car, to dinner, dance or theatre.

Chauffeurs have a club room reserved for them, and here they may pass a few hours very comfortably while their employers are at theatres, dances or other entertainments. This room, like all other parts of this remarkable garage, is open every hour of the



For high power inexpensive enclosed car luxury the Hudson products, also specialised in by Shaw and Kilburn, have a reputation second to none.

twenty-four, so chauffeurs as well as their employers have reason to thank Messrs. Shaw and Kilburn.

From Wardour Street we were driven to the tastefully equipped showrooms of the firm in Conduit Street, where we saw a glittering selection of Vauxhall, Essex and Hudson cars, these being the cars in which the firm deals principally, though, of course, any make can be supplied. The firm, by the way, sell over one thousand cars a year, and the business is extending rapidly, which is not surprising when we consider the methods.

You may select your car in this West End showroom in Conduit Street, add to its equipment any conceivable accessory or luxury in the very extensive accessory department at Wardour Street, and then rely upon the firm to provide every requirement during your motoring career.

The firm do not merely sell you a car and then forget all about it. They mother it, nurse it from early days to old age. Their attention begins when the car has travelled its first 500 miles, when it is examined carefully, its brakes adjusted, etc. After 1,000 miles it is again vetted and any needful adjustments made, and from then onwards it is cared for. No charge whatever is made for the tuning and adjustments in the early days of a car's life.

If the owner has a breakdown he 'phones the firm and mechanics drive to his assistance on an ambulance car. Unless it is a hopeless smash, they will get the car running again, but, if they cannot, they tow it to Wardour Street. These facts show what is meant by "service." Like everything else, it is obviously thorough.

We visited yet another branch of the business known as the Grosvenor Carriage Co., Ltd., in Kimberley Road, Willesden Lane. Here we saw all the processes of body building, from the "lifesize" drawings, hung on the walls so that each part, when made, can be superimposed on the drawing as a test for accuracy, to the final glass-like finish.

Here are made the well-known Grosvenor, Carlton, Langham, Arundel, Warwick and Winchester bodies for Vauxhall cars, and we can only say that they are all works of art.



On the left you see the wide entrance at Dean Street, from which one can drive right through to Wardour Street if so desired.



On the right a view of the Conduit Street Showrooms, wherein, amongst other cars, is always displayed a full range of Vauxhall models.

Motorists *I have met :*

by

Tommy Pratt-kins

OF THE
PETROL PATROL

I'm on duty from dewy morn to chilly eve serving my friends the Motorists with the spirit they want—PRATTS PERFECTION.

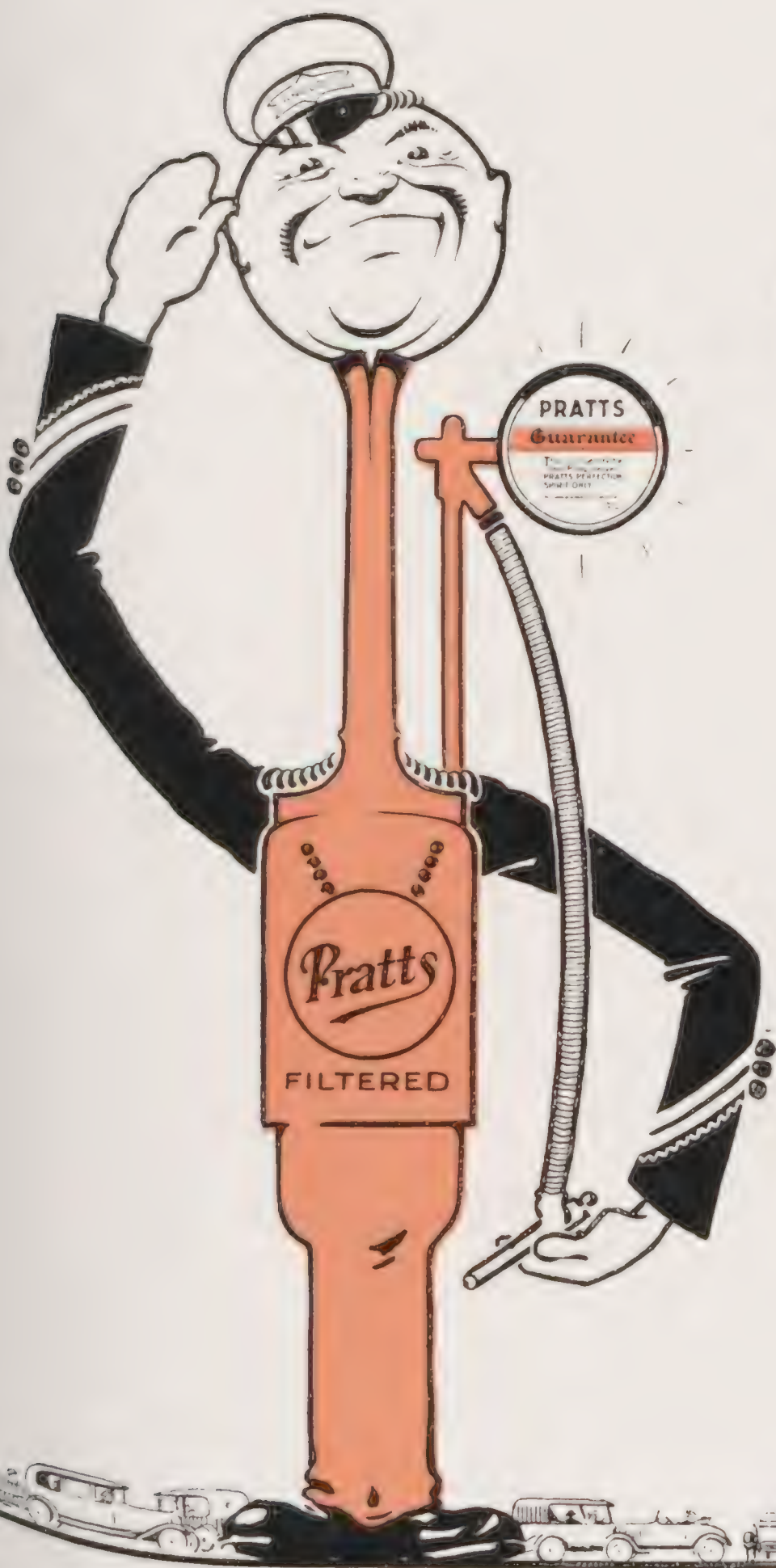
You'll see me on every highway and by-way in town and village. You cannot miss me in my bright golden uniform, for I'm a real sentinel of public service, always wide-awake and ready to do my duty.

In the course of a day I meet all types of motorists, from the seven-point-five light car enthusiast to the main road mile-eater driving his big "six."

They keep me busy, too, first one, then the other drive up to me, take a look at this medal of mine and then fill up. My medal's the secret of my popularity. They all know that it guarantees my giving them only—PRATTS PERFECTION—because whenever I wear this medal, my storage tank has been locked and sealed on delivery and the keys retained by the proprietors of Pratts. No other brand or grade can be mixed with my spirit. It's as pure, uniform and reliable as that in the sealed Green Can.

The
SENTINEL
of
PUBLIC SERVICE

ANGLOCO





The "Two Seater Twins"

I've a real soft spot for the two-seater twins as I call 'em. They're a couple of "jazz-jersied" cheery lads, up with the lark every Saturday morning and ready for their pleasant little spin down to a country course.

But they've got their serious side, too, they don't take any chances with that "nippy" little car. It's "four-gallons of PRATTS, please," not "four-gallons of juice"—and let it go at that.

They know that my spirit will give them a good trouble-free run down to the course, with a turn of speed on that open bit of road, to land them in good trim for a bright and early start off the first tee.

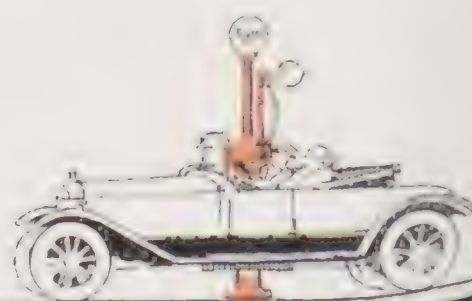
It's Pratts Perfection for them every time—a good start for a good day's golf.

Mr. "World" and his wife

I've known Mr. World a long time now. He came to me the day he got his car, a fine little Eleven H.P. model, and I've supplied him with my spirit ever since.

Both himself and his wife are proud of their car. They keep it spic and span so that it looks as good to-day as when he first came to me.

I heard him say to another customer of mine that he'd topped the ten thousand mark—yet his engine ticks over just like a watch—it just shows what a little care and the right spirit will do. You can take it from me, there's nothing like Pratts Perfection for the small engine—start with it and stick to it.



ANGLOCO



Mr. "Everyman" and his family

Every Saturday afternoon, regular as clockwork, comes Mr. Everyman with the family aboard his roomy five-seater, takes his ten gallons and spare two, and away he goes. I figure he does about a couple of hundred miles over a week-end, and he never seems to have any trouble.

He was talking about mileage the other day, and was saying that PRATTS gave him more miles to the gallon than any other spirit he'd tried.

"See my load, too," he says—pointing to his three robust youngsters in the back seat. "I want every ounce of power and every extra mile I can get, and it's PRATTS that gives it to me."

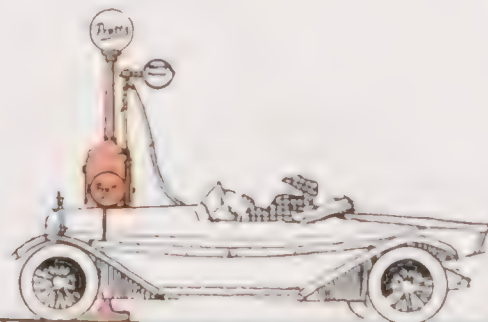
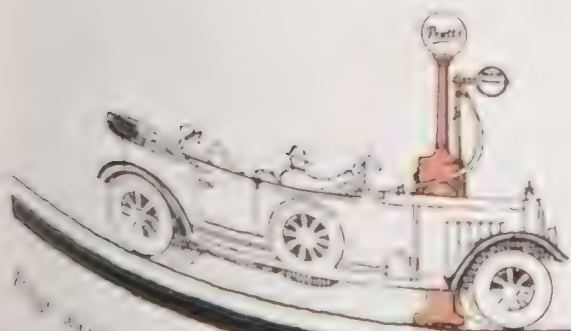


"Beauty- at the wheel"

Take my word for it. She can handle her car. She's what I call a born driver, and believe me, she knows that car inside-out.

She had a friend with her the other day, and while I filled up the tank she talked to her about "snappy acceleration"—"pick-up"—"mileage"—"clean-running," and explained that to get these things that counted, one must have a pure, uniform, reliable spirit, and for that reason she would never use any other than PRATTS.

Why she said "When I want spirit, Tommy Pratt-kins here is the man I look for, and he's never very far away and always ready with Pratts Perfection."



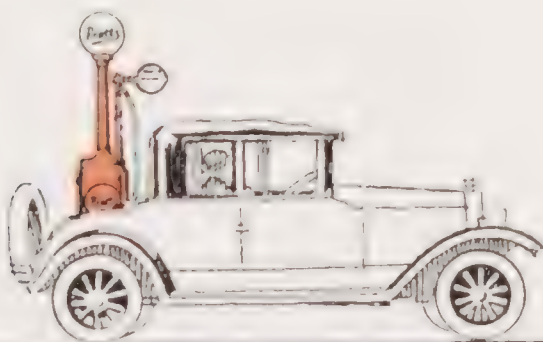


Doctor "Neville Neverdone"

He's round to see me about every other day is Doctor Neville, in fact he dubs me his "silent Partner." I'm proud to have the privilege of serving such a busy man, proud to know that it's my spirit he insists on every time his tank is getting low.

He doesn't talk much, but I did hear him say the other day that he thought it really remarkable the way his car had kept running for the past eighteen months, with little or no adjustments, and that he was sure Pratts had a lot to do with it.

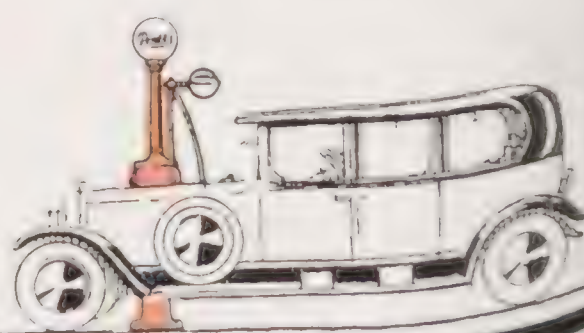
And when you come to think of it, the only way to guard against excessive carbonisation, sooting up, and all the other ills your engine is subject to is to run it on a guaranteed pure, uniform and reliable spirit, in other words—PRATTS PERFECTION. It's the spirit for the busy professional man.



Lady "Sybil Sablecoat"

I pull myself together when Lady Sybil's limousine draws up alongside me. Of course, I don't see much of her Ladyship, but her chauffeur and I are on the best of terms.

He was telling the Garage Proprietor the other day that her Ladyship always insisted on running the car on Pratts Perfection. "Why," he said, "she gave me a regular lecture the day I entered her service, told me she felt confident that nothing would go wrong with Pratts in the tank—no danger of her being stranded somewhere on a country road miles from any garage. More than that," he said, "Lady Sybil, while a generous and top-hole employer, just hates waste, and Pratts made such a big difference in running costs, and that's got to be considered with a big car like this, and taxation as high as it is."



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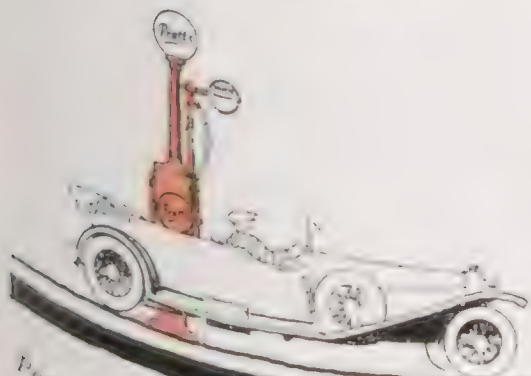


"Billy" from Brooklands

A real speed fiend is "Billy," never happy unless he's tearing round the track at Brooklands. Set up a good many new records last year, and I overheard him say that he was out for more this season.

Fairly dotes on that racer of his too; calls her "Whiz Bang," and from all accounts she lives up to her name. He's enthusiastic about PRATTS, says he doesn't think old "Whiz Bang" would do half as well on any other spirit. "Why, the old girl fairly roars with delight, and responds like a bird when I ask for a bit more power, and final burst of speed, when it's PRATTS in the tank," is his way of putting it.

When you want to get anywhere in real hurry, take it from me—PRATTS PERFECTION is the spirit to do it.

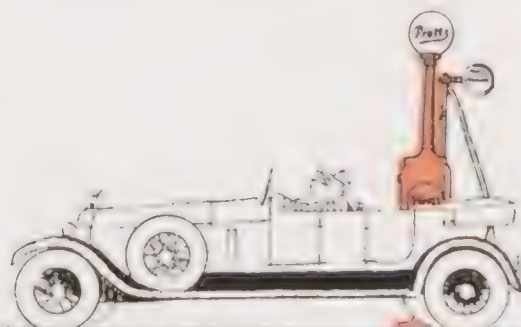


Mr. "Mainroad- -Mileater"

It's some car—is Mr. Mainroad-Mileater's, and it's got to be, to stand up to what he expects of it, for he goes in for those gruelling cross-country trips that would make lots of cars only fit for a scrap heap in a very few months.

And the spirit he uses has to be just as good as the car. That's why he comes to me for—PRATTS PERFECTION. He was enthusing to a friend of mine the other day, told him that he couldn't conceive a better spirit than PRATTS.

"Why man," he said, "Every drop of PRATTS is packed with vitality, makes the old 'bus take any hill in her stride and keep at it mile after mile smooth as silk, and what's more I can always rely on it being pure and uniform, whether I get it from 'Tommy' or in the sealed 'Green Can.'"



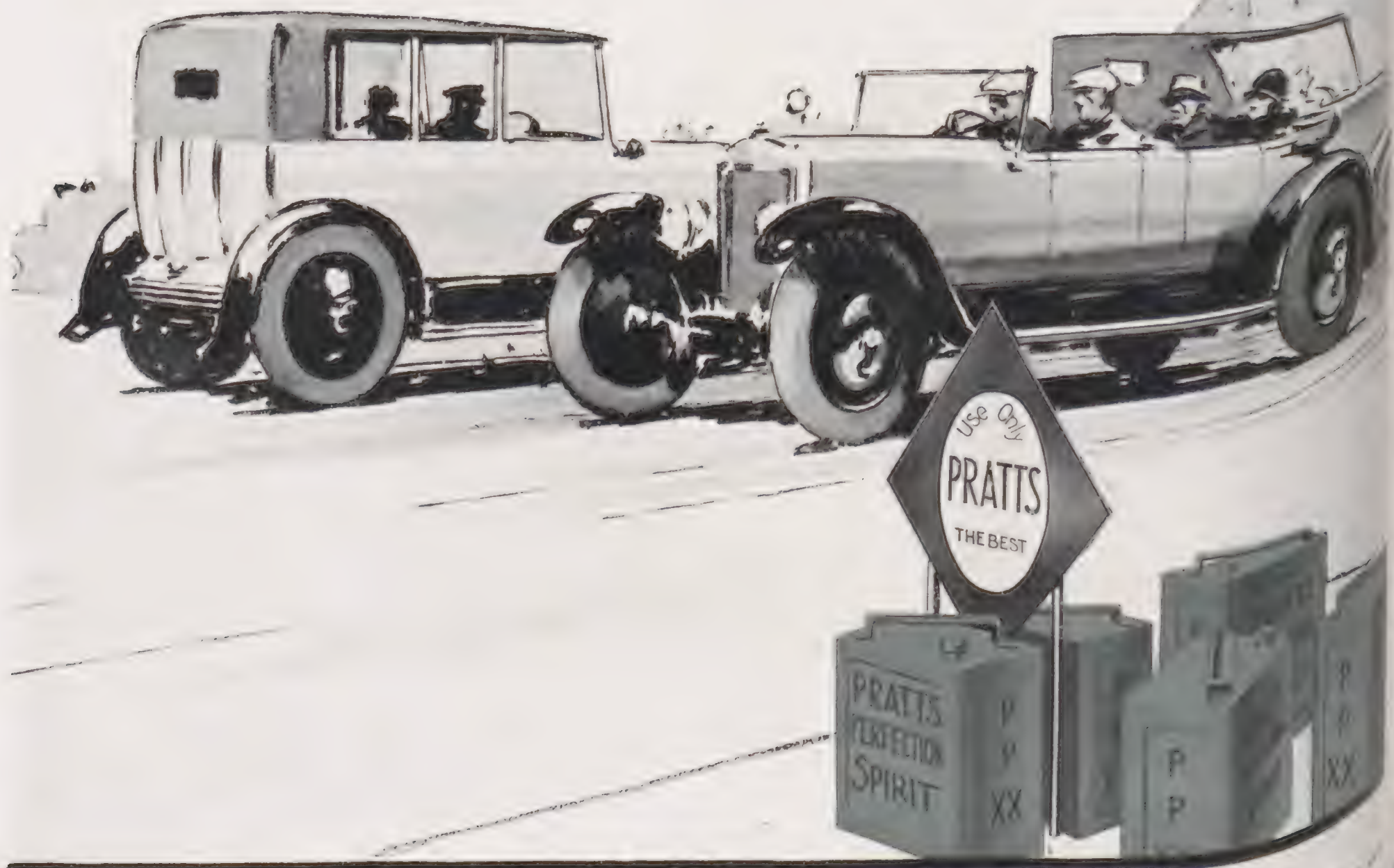


'me -

Wherever motorists foregather, there you will find me, filling tank after tank with the spirit that means a trouble-free run for every one of 'em. Starting them all off with the right stuff.

PRATTS

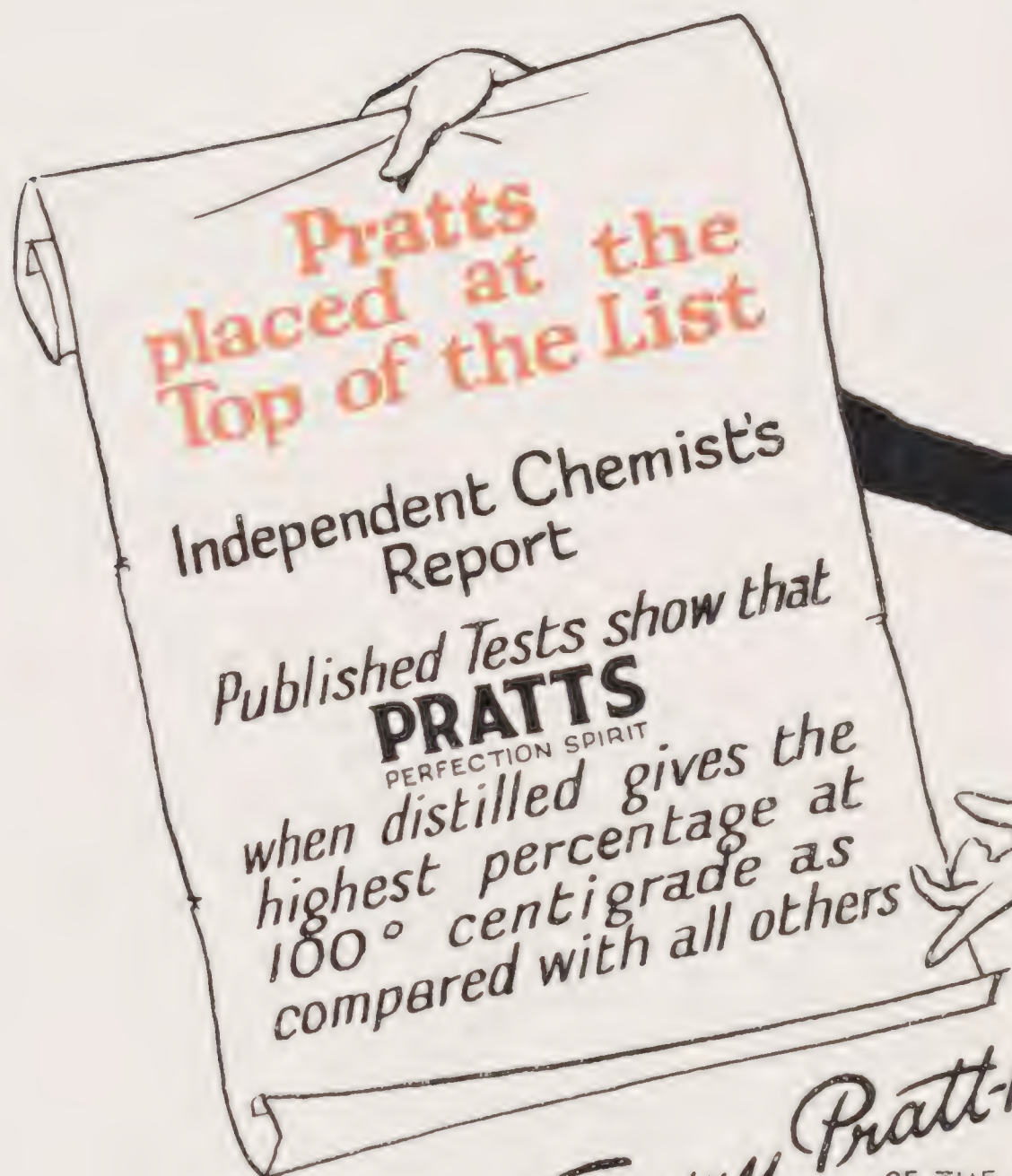
Uniform everywhere Reliable always



at the Motorists' Meet:

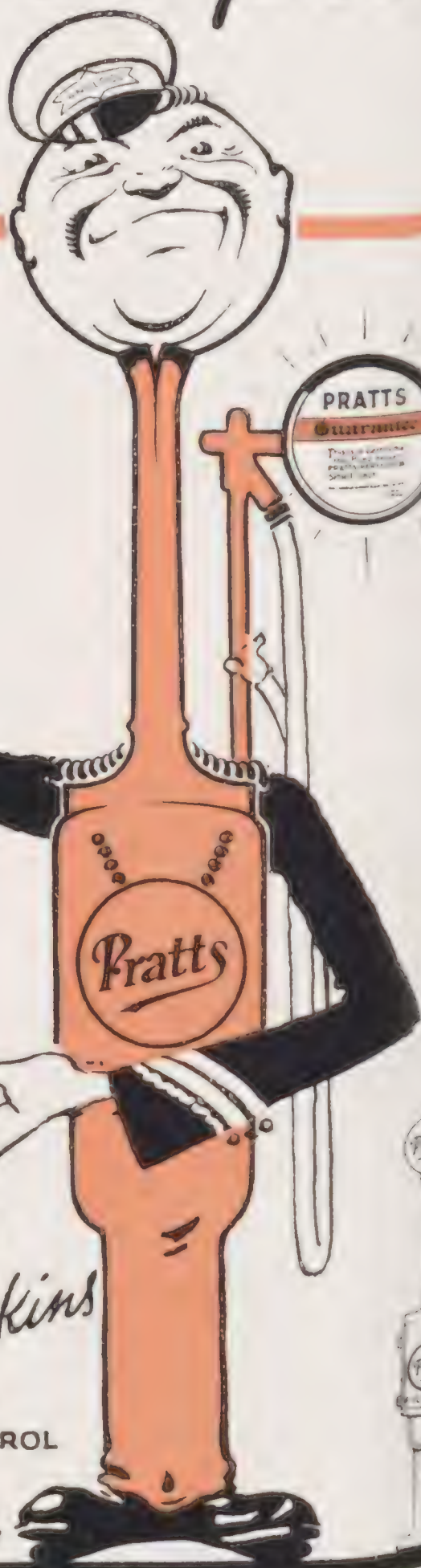


*That's why I'm so proud
of my product*



Tommy Pratt-kins
OF THE
PETROL PATROL

The Sentinel of Public Service



PRATTS

PERFECTION SPIRIT

Uniform everywhere Reliable always

ANGLO-AMERICAN OIL COMPANY, LTD.

36 QUEEN ANNE'S GATE LONDON, S.W. 1.

MOTOR CARS AND STREAM-LINE FORM

By WILFRED GORDON ASTON

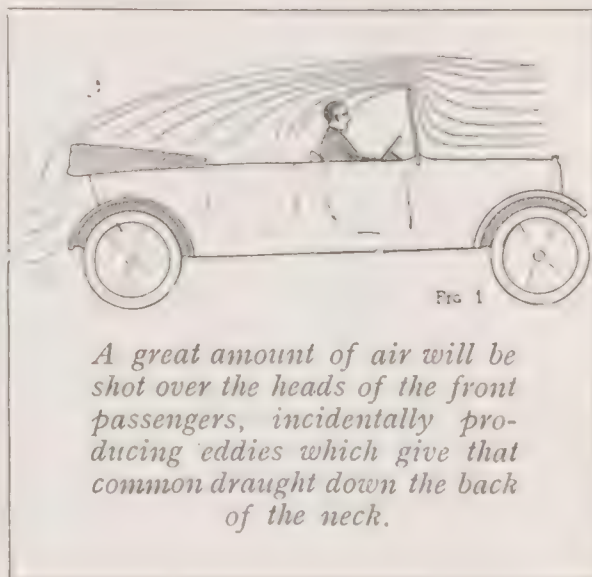
There are so many misconceptions and fallacies associated with this question of air-resistance or "windage" that a few elementary facts about it may not be out of place

THE engine of a motor car, when propelling it along a level road, has three kinds of load to overcome, and when it is driving it uphill a fourth is added to the others in the form of the overcoming of gravity. The first three, however, are all concerned with friction. There is the friction of the mechanism which results in the horse-power available at the driving wheel being substantially less than that which is measurable at the fly wheel. There is the friction of the tyre upon the road, depending of course upon the nature of both, which dictates the extent to which the energy of the car is translated into forward movement; and, finally, there is the resistance offered by the air.

We have the reality of air-resistance strongly borne in upon us by the fact that all up-to-date racing cars, or at least all those intended for track work, are built with a body conforming as nearly as possible to "stream-line shape." Incidentally it might be thought that this shape would be exactly similar to that which has been found suitable for aeroplanes. Curiously enough this is not necessarily so. What is a perfect stream-line form in an unrestricted space of atmosphere is not necessarily so when it has to move within a few inches of the surface of the earth. This, however, is quite by the way. The point is that in the racing car air-resistance constitutes a serious factor, otherwise so much trouble would not be taken to eliminate it or reduce it. The conclusion is often jumped to that the air-resistance effect is equally important in a touring car.

Not long ago I saw a small runabout upon which its proud owner must have spent hundreds of enthusiastic hours, and not a few treasury notes, with a view to stream-lining every possible thing that could offer air-resistance. I judge this particular car to have a maximum speed, under favourable conditions, of about 40 miles an hour, and I should estimate that his application of "fairings" to axles, mudguard stays, mudguards, etc., will increase its maximum by about one mile per hour.

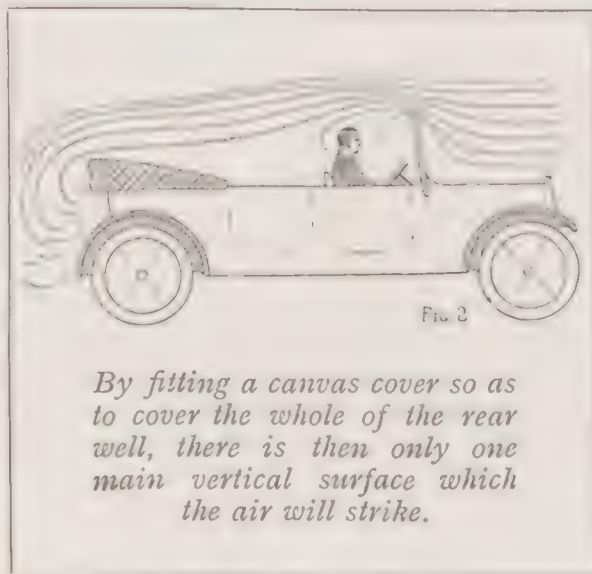
This is because the influence of air-resistance at low speeds is relatively very small, whereas with an



A great amount of air will be shot over the heads of the front passengers, incidentally producing eddies which give that common draught down the back of the neck.

increase of speed it multiplies very rapidly. The pressure of air upon a car varies as the square of the speed, hence the power required to overcome air-resistance varies as the cube of the speed. This means that if windage absorbs one horse power at 20 miles an hour, it absorbs 8 h.p. at 40 miles an hour, and 64 h.p. at 80 miles an hour.

Whereas at low speeds frictional losses in power transmission absorb far more power than air-resistance, at high speeds the conditions are completely reversed. Many people fail to appreciate this point, because on very low-powered cars which are also low-speed cars, they find there is such a big difference between running "with" the wind and running "against" it. The assumption they make, therefore, is that at normal speeds, say at 30 miles an hour, air-resistance constitutes a considerable retarding factor.



By fitting a canvas cover so as to cover the whole of the rear well, there is then only one main vertical surface which the air will strike.

The real facts of the case are, however, that supposing there is a 30 mile an hour wind behind, the engine is given an extra two horse power to play with, which will enable it to get up effectively to much higher revolutions. This two horse power will, therefore, result in a conspicuously higher road speed. Supposing we have the wind in our teeth, and that it has a velocity of 30 miles an hour, the relative air-speed will be 60 miles an hour; which will absorb something in the neighbourhood of nine horse power. This makes such a big encroachment into the horse power output curve that the road speed is very seriously affected. If more horse power were available under the bonnet the effect in question would be perceptible to a very much smaller extent.

It will thus be seen that whilst on the ordinary touring car windage is not of serious consequence, it is well worth attention. On small cars, however, there has hitherto been little effort on the part of designers to get body shapes to a suitable conformation. These, however, even if they cost a little more than standard shapes would pay for themselves in a season, since they would imply a direct economy of fuel.

Some time ago, at Brooklands, I made a very exhaustive series of experiments upon petrol consumption in which the effect of air resistance upon cars was very clearly demonstrated. I give herewith a few sketches which show by means of approximate stream lines of air flow why there is such a big difference in windage effect between one kind of car and another. Let us take an ordinary four seater, with two passengers in front and equipped as shown with a front wind screen. The air in meeting the car will be deflected by the mudguards, the wheels, the under shields, and the lamps, whilst some of it will pass through the radiator and meet the engine and the dashboard. These factors we may regard as constant. An even greater amount of air will, however, meet the wind screen. This, as we know, is usually shot over the heads of the front passengers, incidentally producing eddies which give that common draught down the back of the neck and are indicated in the

sketch. Most of the air will then descend and will strike the back seat, emerging from which it will again perform innumerable power wasting eddies behind the rear panel. We thus have the stream of air striking two practically vertical surfaces, one of which hardly shields the other at all.

The same car can be made to give slightly faster speed and to have a definitely improved petrol consumption if a canvas cover is fitted so as to enclose the whole of the rear well. As shown in Fig. 2 there is now only one main vertical surface which the air will strike and, consequently, the air-resistance will be naturally reduced.

If, on the other hand, we put two passengers in the rear seat as shown in Fig. 3, we shall make the windage resistance effect even greater than it was before, because we have increased the area of vertical surface against which the air must strike. The addition of a rear wind screen only intensifies the same effect.

I found at Brooklands that the worst petrol consumption, at a given speed, was obtained with a car having a hood up, but with no side curtains, but this was only the merest fraction worse than the conditions shown in Fig. 3. This is rather a surprising result, and few people would credit it until they had made experiments for themselves. It is, nevertheless, a fact. What happens, as indicated in Fig. 4, is that the roof of the hood prevents the main stream of air from hitting the rear passengers; they are only struck by the air which enters through the openings at the side. If it were not that the high back surface of the car with the hood up creates a much bigger eddy or weight effect, its direct resistance in this form would actually be less than when it is down. In the matter of air-resistance you want a blunt nose and a sharp tail. The reverse is always bad.

I will now pass to another point which will find many motorists incredulous. It is this, that the ordinary touring car with the hood up, and the

AVOID DISAPPOINTMENT.

You like this number? Then why not be a regular reader by becoming a subscriber? While "The Motor Owner" can be obtained off all the leading bookstalls throughout the Kingdom, a subscription of 15s. per annum will ensure you your copy regularly on the 1st of the month. Subscriptions should be sent to the Manager, "The Motor Owner," 10, Henrietta Street, Covent Garden, London, W.C.2.

side curtains in position, actually offers less wind resistance to a head wind than one which is completely open. This is abundantly proved by the figures of petrol consumption. In order to confirm them I made experiments with a closed car and found that the least fuel consumption, at a given speed, was invariably obtained when all the windows were closed. Both fuel consumption and maximum speed were unfavourably affected to a marked degree when the side windows were thrown open, and this was found to be the case both with a side wind and with the head wind.

The reason why the closed car is habitually slower than an open car on an exactly similar chassis is not, as might be supposed, because of the former's big head resistance, for it may even be the less of the two, but because of its *weight*. It is common knowledge, or it ought to be, that weight has little or no effect upon maximum speed, but it does have a very commanding influence upon acceleration. Since all ordinary touring consists of a series of comparatively short speed bursts, alternated by a series of slow-ups, it follows that the heavy car is soon out-distanced by its lighter rival. If, however, we reduce both to the same weight, then a wholly different state of affairs is presented. This is why there is such a great future for closed bodies of the Weymann type, which, very little heavier than the ordinary touring car, permit a reduced head resistance as well as having other substantial advantages.

Whilst I am on this subject of air resistance, which is so closely connected with atmospheric flow, I may point out that just as windage can be substantially reduced by intelligent design, so also can draughts be very largely eliminated; for, when all is said and done, draughts are little more than the eddies, or, to use the more scientific term, "cyclic disturbances," which immediately indicate that the flow of air is being seriously interrupted. This definitely means, not only discomfort, but loss of power as well.

It is a matter of considerable aston-

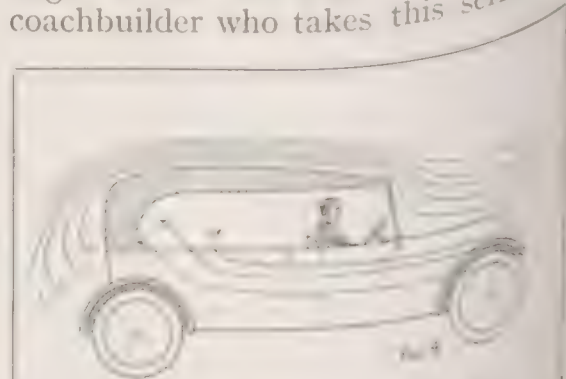
ishment to me that so few body builders should ever have dealt with the question of draughts as it ought to be dealt with; and this is so conspicuous that I am often driven to think that very few of these gentlemen take the trouble to try, on the road, the various cars to which they contribute such an important share. Only the other day I was out in an open touring car, the carosserie of which bore a name of the highest class and must have cost as much as the average limousine. Yet the front seat was a veritable "cave of the winds"; indeed, it was not a bad imitation of the famous "Over the Fall" at Wembley. First I felt that my hat would be torn off, and then I began to worry whether my hair was on tight enough for the tugging it was getting. Ultimately I occupied one of the rear seats and finished the journey in comparative comfort. The trouble was that the screen was, first of all, too low, and secondly was much too far away from the passengers. In these circumstances no adjustment of the panes made any beneficial difference at all.

Again, on how many cars, of either closed or open type, do you find ventilators that work without engendering horrid draughts? In at least seven cases out of ten there is no halfway house between being outrageously buffeted by a cold current and getting hot and stuffy. It ought to be possible to get any desired amount of fresh air, into a closed car, at all events, without any draught whatsoever. In other words, it ought to be feasible to ride, on the hottest day, with all the windows closed and yet be quite comfortable.

In the car of the future these desiderata will no doubt be studied and a solution found for the various problems which they present—but we ought not to be leaving such things to the mercies of posterity—we ought to have tackled them long ago. I am one of those unpleasant persons who maintain that the modern car is not like so comfortable as it might be—ought to be—but I have yet to find a coachbuilder who takes this seriously.



Passengers in the rear seats make the windage resistance greater, because there is an increased area of vertical surface against which the air must strike.



The hood prevents the main stream of air from hitting the rear passengers. They are only struck by the air which enters through the side openings.

PROMINENT MOTORISTS AND THEIR CARS

We commence this interesting new series with the distinguished Chairman of the Royal Automobile Club, the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., Hon. F.R.C.P. (Scotland), D.L., J.P. (Lancs), Commander of the Legion of Honour

THE early nineteen hundreds were memorable years in the annals of motordom. They may be considered as the turning point where the British motorist really began to take the petrol-engine seriously.

For the first time the car emerged from the status of a huge joke. From being a butt for the efforts of cartoonists and jocular paragraphists, it was now surely carving its niche in the life of the people, laying down the foundations of the great revolution in traffic conditions which it has now achieved.

And with the hour came the men who devoted little band of pioneers stood their ground undismayed in the face of fierce opposition from vested interests, ridicule, calumny, all the means which the obstructionist employs to stem the tide of progress.

To them were granted eyes capable of seeing the cloud-veiled future. To them we owe a debt of gratitude which worldly honours, no guerdon of wealth, far less any written or spoken words, can repay.

Amongst this devoted little band there is one name which all motorists and the term, properly considered, is a synonym for all road-users, whether their purses run to costly limousine or modest motor-bus—especially delight in the name is that of the subject of this article—The Hon. Sir Arthur Stanley.

Sir Arthur's beneficent and multilateral activities in other branches of public life there will be opportunity to write later; but at the moment we desire to dwell on those he has devoted to the cause of automobilism.

In such a reference there is no need to emphasise the point that all the good work has been done for motives of pure altruism. But the fact remains that his sole aim in giving to the world was to benefit mankind.

This is not written with intent to belittle the part of those others who have also furthered the cause.



The Hon. Sir Arthur Stanley.

even though circumstances have forced them to use their devotion for the purposes of living. To such, one has also every desire to offer recognition. The wheels of the world are kept greased by the man, or woman, who has to extract personal lubricant from it.

But in this ultra-democratic age it is only just to point out that there are still members of great families who devote themselves disinterestedly to the services of the whole.

In the year 1905 Sir Arthur Stanley became Chairman of the Royal Auto-

mobile Club, and has occupied that position, with a short break, to the present day.

The fine achievement of the R.A.C. in the cause of motoring has become a household word. And although Sir Arthur would be the first to disclaim any personal credit for the help extended, we of THE MOTOR OWNER know how valuable his counsel and knowledge have been in the Club's deliberations. In any case, when we express the grateful thanks of our readers to the Chairman, we are paying homage to the whole edifice through its corner-stone.

Sir Arthur Stanley stands astride two realms of activities, however, for in the world of philanthropy he is a Colossus. No one has devoted more time and personal thought to hospital problems than he.

In 1914 he accepted the Chairmanship of the British Red Cross Society, also acting in that capacity to the Joint War Committee of this body and the Order of St. John. During the whole of the war he gave all his time and energies to the work of alleviating the sufferings of the sick and wounded.

In this capacity Sir Arthur had a unique opportunity of studying the position and status of the nursing profession, the outcome of which has been the establishment of the College of Nursing, founded as an institution solely for nurses, and self-governed.

This organisation has greatly raised the standard of nursing and the conditions under which nurses work.

In 1917 Sir Arthur Stanley was appointed Treasurer of St. Thomas's Hospital. In this position, and as President of the British Hospitals Association, he is able to appreciate the financial difficulties through which the hospitals are now passing, and the many problems with which they are faced.

At the end of the war it was felt that the good work carried on jointly by the British Red Cross Society and the Order of St. John should not be allowed to discontinue in time of peace, and a Joint Council of the



Sir Arthur Stanley leaving his "home" at St. Thomas's Hospital and entering his Rolls-Royce.



A view from St. Thomas's Home showing the King Edward VI Square.



The children's open-air terrace with the House of Commons over the river.

two bodies was formed, with Sir Arthur as Chairman. He is also on the Board of Governors of the League of Red Cross Societies—formed under Covenant of the League of Nations.

Sir Arthur also takes a keen interest in Infant Welfare work, and a Central Council for Infant and Child Welfare was established, under his Chairmanship, for the co-ordination and better administration of the various Societies already engaged in that work.

One of the foremost questions that concern the nation as a whole to-day is the scourge of consumption. To this problem, also, Sir Arthur has turned his attention, and, as Chairman of the National Association for the Prevention of Tuberculosis, is doing much towards the prevention and cure of this disease.

Sir Arthur is a son of the late Earl of

Derby. From 1898 until 1918 he was a Member of Parliament for the Ormskirk Division of Lancs, when his increasing philanthropic duties obliged him to relinquish his seat. The early years of his distinguished career were spent in the Diplomatic Service.

In 1918 the French Government conferred upon him the Commandership of the Legion of Honour.

Sir Arthur's cars are the Rolls-Royce we picture and a 20/30 h.p. Renault.

Sir Arthur has happy recollections of Canada, having himself spent many years there when his father was Governor-General.

In common with all London hospitals, St. Thomas's has suffered from a sad shortage of funds since the war. Previously to 1914 its income sufficed to meet

expenditure, but the expenses of carrying on its noble work have doubled. Wages are higher, costs are increased, special departments have developed, and laboratory work (making medicine more and more scientific) has expanded.

These additional expenses have involved the hospital in an expenditure of not less than £160,000 per annum, and over £80,000 has to be raised each year.

There is one way in which we can all assist Sir Arthur to carry on his noble work for those who are temporarily ditched on life's roadway: it is by responding with right good will to the special appeal for funds which St. Thomas's Hospital so greatly needs.

That is the one form of recognition that Sir Arthur Stanley could appreciate, and would, we feel sure, deeply



Westminster Bridge with St. Thomas's Hospital and Medical School in the distance.



“ROSES ALL THE WAY.”

It is so jolly when everything goes right. Although we appreciate the force of contrast we like to forget that there have ever been troubles to come along and worry us. Half our life is spent in anticipating and eliminating troubles—hence “foresight” is held to be a virtue and the motto of the Boy Scouts is “Be Prepared.” Hence also the immense popularity of the K.L.G.’s. They are wisely used by all the people who cannot afford to be bothered with little trivial irritations. When you have K.L.G.’s in your engine you know that you have the best possible insurance policy against ignition failure, and that if this occurs, it will not be the fault of the plugs. It is true that K.L.G.’s cost just a little more than others—but aren’t they worth it?

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MOTORING WITH EVE

By MARTIN H. POTTER

From Cheltenham to Cirencester, Malmesbury and Cumnor

We witness the birth of Father Thames and follow his career until he becomes a lusty lad

EVE says that everything at Cheltenham is beautiful, except its natural curative water!

Well, although it is no part of my present mission to extol the remedy, a personal sense of gratitude impels me to observe that it is as efficacious, medicinally, as it is nasty to take. And as to its place of origin, I quite agree with Eve that if one must needs repair the ravages of time there is no more pleasant place in which to do so than Cheltenham Spa.

Here they know the secret of combining pleasant surroundings with nature's medicine. They give you a fine promenade, pretty gardens in which you may work off your superfluous energy by engaging in tennis, croquet, and archery; or, supposing that your tastes are more sedentary, you may listen to orchestral music and concerts.

Apart from its home attractions, Cheltenham has a great advantage from the motoring point of view. It is a fine centre for numerous interesting runs. Need I add that this was the one thing needed to complete our happiness?

However, the journey of which I propose to write was not that solitude of two which is our usual state. Some friends kindly invited me to share the hospitality of their new 13.9 Overland, and, incidentally, it proved to be a jolly good car.

We started out by that pleasant byway which leads to Cirencester, and near the point where it crossed the Stow-on-the-Wold-Gloucester road, in a little dip, we came to Seven Springs.

Now Seven Springs, apart from being a beautiful sylvan spot, is also, if viewed in the right light, a very inspiring one, because the fine driplets of water which fall from this Cotswold hill are the beginning of a river which has made world history. The stream changes its name at various points of its career, but, nevertheless, here we have the true source of that great water highway which the Romans called "Tamesis" or "Tamesa," the Saxons "Temese," and we modern Britishers—the Thames.

As we stood gazing at the lake which the water-drops form, and the tiny streamlet which flows from it, Eve had a brain-wave.

"Why shouldn't we follow Father Thames until he shows signs of growing up?" she exclaimed.

Our friends had sketched out quite a different run, but, being obliging souls, they fell in cheerfully with Eve's suggestion.

So the bonnet of our trusty Overland was turned, and we ran back until we reached the parting of the ways, and turning to the right on the Cirencester road previously mentioned, we started on our Motoring Adventure.

Here and there as we passed along we caught glimpses of our stream. A mere liquid ribbon, it is true, but by the time it reaches Rendcomb Park it has assumed quite respectable proportions. In fact, it attains the dignity of a miniature waterfall, and actually—a stone bridge!

Eve claimed this as the first real

bridge over the Thames, and I suppose, strictly speaking, she is correct, although a love of truth demands that I should record the fact that here, and as far as a mile from Cricklade, the stream is known locally as the Churn.

We ran along through Colesbourne and Baunton, and always the brook kept us company. It separates these picturesque villages from the high road, but access to them is gained by a succession of small bridges.

So we came to Cirencester, and here we were on very ancient ground. Beneath the foundations of the present city there are fragments of one which the Romans called Corinium.

We visited a more tangible token of that long-gone occupation, the amphitheatre where the games took place. We stood on the hillside above the clearly-defined arena, still existent, and pictured the chariot and horse races, the combats of gladiators, and the wild beast fights. We heard the fierce yells of that blood-thirsty audience, pitiless in their search for excitement.

As we returned to the car, Eve brought us back to the present with a rough jolt, by asking whether our modern slang term "Thumbs up!" denoting a pleasant state of affairs, was a survival of a Roman custom. It will be remembered that a defeated gladiator was slain by his antagonist if an audience turned down the thumb, and was allowed to live if it was extended upwards. This viewpoint had never struck me, but I expect Eve was right.

We left the infant Thames, otherwise the Churn, to meander on through Cirencester, and took the road which leads to Malmesbury.

There was a twofold object in temporarily abandoning our quest. The one was that we wanted to visit the very ancient town mentioned and its beautiful abbey; and the second was that just off the road we were travelling another stream rises, which some people—rightly or wrongly—claim as the beginning of the Thames.



Seven Springs, in the Cotswold Hills, near Cheltenham. It is claimed by most authorities that these springs form the source of the River Thames.

Eve indignantly confuted this opinion. She argued, with perfect justice, that Seven Springs is fourteen or fifteen miles farther from the sea than the alleged Thames Head, and that, as both streams united near Cricklade and flowed on together, the longer one must be considered the parent of the glorious waterway.

However, we stopped the car at the bridge which crosses the now disused Severn and Thames canal, and visited what Eve persisted in calling "the bogus Thames Head."

In due course we came to the old-world town of Malmesbury, whose parish church is the nave of the twelfth century abbey, which must have been a very lovely building when it stood in its entirety.

From the gorgeously sculptured arch which is all that remains of the south porch, one can gather a glimpse of how lovely the complete building must have been. One wonders how long the arch will survive. To the non-architectural eye, it does not look too secure, but no doubt that is the effect of its height, and the fact that it is unsupported.

In the market place we saw the fine cross, a fitting companion for the ruined abbey, although it is two centuries younger.

One has said that Malmesbury is ancient, but if old in years, it is ultra-modern in methods. There is a most dangerous corner just beyond the cross, but the Town Fathers have robbed it of all its terrors by placing a large mirror at the bend in which is reflected the traffic from both directions. One commends this thoughtful provision to other towns which are cursed with even worse death traps in the way of tortuous bends.

From Malmesbury we made a bee-line back to the river at Cricklade. The Churn and the Thames Head stream are now united, and their combined efforts have lifted our river from the baby stage to that of the full-grown infant.

From here to Oxford it is known locally as the Isis. Eve says that an upspringing child generally gets a nickname at this stage of its existence.

We followed the road to Faringdon, which, if not directly on the river, may claim as its side door the fine old thirteenth century Radcot

bridge, which spans the Thames some two miles away. We digressed a little to visit this, not only for its beauty, but because Eve reminded us that it was the scene of a battle fought in 1388, in the days when Richard II nominally reigned over England by favour of the Parliament christened by its friends the "Wonderful," and by its enemies the "Merciless."

The battle was fought between Robert de Vere, Earl of Oxford, lately created Duke of Ireland by the King, who fought against the Commissioners of Regency appointed by the Parliament. The other protagonist was the Earl of Derby, one of the Commissioners. The result of the battle was an overwhelming defeat for the Duke of Ireland, who fled to the country from whose name he derived his title.

We turned back and ran through Faringdon, taking the road to Wantage, where we lunched at that quaint, old-fashioned hostelry, "The Bear," whose fare is as fine as are its panelled walls and old furniture.

Wantage, also a town of ancient traditions, agrees with Malmesbury as to up-to-date methods. It provides a parking place for cars near by the statue of Alfred the Great, who was born there. On the slopes of the Berkshire downs which rise behind Wantage the Saxon King gained a great victory over the invading Danes.

The mention of a battlefield was quite sufficient to set Eve longing to visit it, but we put it to her that our digression from the river had already extended far enough, and softened her disappointment by hints of one other

deeply interesting spot en route to Oxford.

Three miles from the University city we came to the object of our quest—the village of Cumnor. And now Eve was able to indulge to the full her sense of the romantic.

For here Sir Walter Scott, with historical sanction, laid the scene of the married life and murder of poor Amy Robsart, wife of Robert Dudley, Earl of Leicester.

One needs but the slightest tendency towards the cult of "make-believe" to people the little hamlet of Cumnor with the Elizabethan characters whom the novelist has made world-famous.

Its tranquillity readily lends itself to the mental operation, and there is still a jolly "Black Bear" inn to assist, to say nothing of the monument of Antony Foster in the church.

Sir Walter Scott seems to have stretched to the utmost the novelist's privilege to distort an historical character; that is, if we can take the inscription on the monument as evidence. Thereon, Antony Foster is credited with the virtues of charity, benevolence and religion.

However, tombstones are generally more gently inclined towards the sins of the departed, more extolling of their virtues than strict truth demands. In this particular instance, both history and tradition unite in charging Foster with being the chief agent in Amy Robsart's murder.

Well, we peopled the placid village street once more with the creatures of Walter Scott's brain.

We saw the litter of the Countess pass up to Cumnor Place after the irritated journey to Kenilworth. We heard the wily Varney enticing the poor lady from her bedroom by his imitation of Leicester's love call, and her agonised screams as the prepared trap gave way under her, and she fell to meet her death.

So we came to Oxford and the Thames, which Eve hailed as a full-grown lad. At this moment we encountered a covey of B.A.'s to be. "And there," went on Eve, "are some full-grown lads whose flannels only want a couple of inches in width to make them full-grown skirts!"



A beautiful spot in Rendcomb Park. Eve claims that the stone bridge is the first to span the Thames, although here the stream is known as the Churn.

IT'S A SAD HEART THAT NEVER REJOICES



"I tell you I was *not* driving recklessly—but just for the moment I couldn't seem to co-ordinate my movements."



Spiritualistic Wife: "Hear that knocking, John? It must be a spirit!"
"Yes, it's the spirit of the crook that sold me this car."

LUXURY MOTORING AT MODERATE PRICE

The 11.9 h.p. Lagonda Saloon, with its efficient engine and chassis, and a luxuriously comfortable body, is a car of pronounced excellence.

WHAT motorist of moderate means would, a little while back, have nursed twice the thought of a luxurious saloon car? The first tendency that way would have been immediately and mercilessly slaughtered by the "hard facts" of financial considerations, and that would have been an end to it!

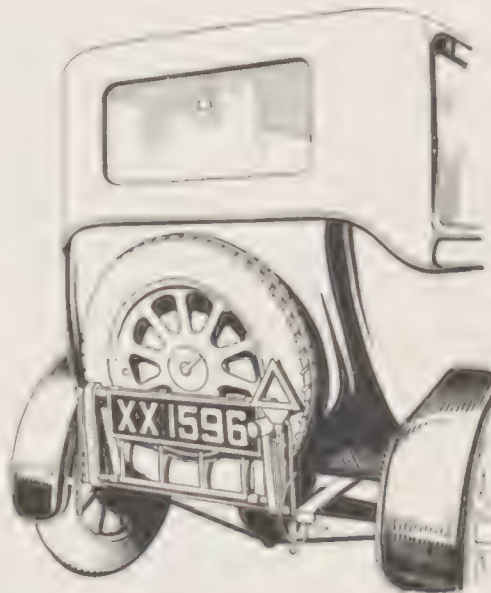
But times and conditions, ever changeable, have not only altered such a pitiable plight, but we find that they have totally reversed such troubles, leaving the would-be buyer in a happier position. His cry, no longer a pecuniary one, is now, "Which model



Note the convenient shelf beneath the instrument board, the driving mirror and automatic wind-screen cleaner, and the window lever. The latter lowers and raises the window quickly, thus simplifies road signals.

shall I choose from this wonderful array?" And truly there are so many remarkable light saloons—real value-for-money propositions—on the market to-day, that we ourselves are a little amazed. One such desirable light saloon is the 11.9 h.p. Lagonda, a model which we recently put to a very severe scrutiny.

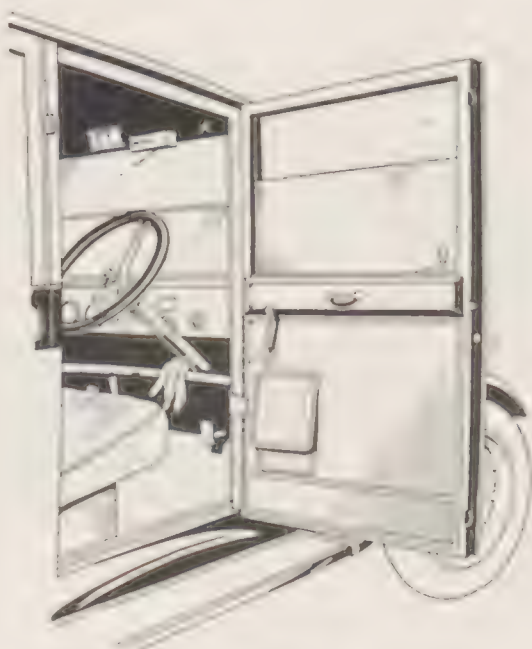
Our test run comprised the journey—London, Eastbourne, Beachy Head, Seaford, Alfriston, Lewes and thence back to London; and any motorist familiar with the south coast will agree that some of the roads—and main roads, too—around the Alfriston district, are



A wide rear window is always a welcome feature. Note the excellent luggage grid, the neat method of carrying the spare wheel, and the warning device for "four-wheel brakes."

in a deplorable state. Yet the Lagonda saloon will traverse these terrors unflinchingly; the efficient suspension system, combined with balloon tyres, eliminating all road shocks; while riding comfort is further enhanced by the delightful pneumatic cushion upholstery. In truth we may say that at the end of our strenuous trial we were as fresh as we were at the beginning.

The body work is beautifully finished, and the interior is exquisite! It provides real riding comfort—spacious



All four doors are of generous width and allow free access to all seats. The body-work is beautifully finished and the upholstery comfortably sprung.

body width, ample leg room, adjustable seats, and sliding windows allow all the ventilation required; while the metal body fittings are in keeping with the interior's general excellence.

In the matter of performance, we found the engine possessed an amazingly big pull—look at the picture on the opposite page! In speed—fifty miles with five up—it is good; and on fuel consumption a very economical figure is always recorded. Gear-changing (first inside forward, second outside forward, back, and "top" outside forward) although a change from the usual movement, proves easy and quiet.



Front seats can be adjusted to suit individual requirements, while in case of sudden hotel difficulties they can be lowered to the level of the rear seats when they offer almost "boudoir" accommodation.

the rearwards movement giving simplicity in changing down to "second," which is sufficiently low to surmount all steep gradients. The gear is light and reliable, while the four wheel brakes are all they should be—pleasingly efficient!

Small wonder then, with so many praiseworthy features, that the Lagonda Saloon attracts considerable attention, and at the price of £370 it constitutes a vehicle of exceptional value. It is yet another of those admirable models which have raised the British light car market to its present high position throughout the world.



To climb Beachy Head on "second," with its numerous hairpin bends, and a load of five passengers, is no mean achievement. Yet the Lagonda Saloon accomplished the climb with amazing ease.

MY IDEAL CAR FOR 1925

Being a Feminine Specification which includes the many special desires as expressed by Eve herself

CHOOSING a car that shall come up to all one's dreams and expectations is at no time a simple matter. This year the choice is further complicated by the number of new models on the market and, to some of us, by that terrible taxation "per horse power." Shall it be a newcomer with an attractive list of novelties in its specification, or one of the American invaders that boom themselves so consistently, or shall we confine our choice to one of the all-English makes with an old and well-tried reputation behind them?

It is well to start by making a list of one's special requirements before visiting the agents. Speaking from the point of view of the woman owner-driver, I should place lightness first on this list. All limousines or six-seaters are therefore at once ruled out, which simplifies matters. I want a car that is easy to turn. I object to being forced to look round half a dozen times when turning in traffic or in narrow lanes. Also, it must be easy to steer—the strain of controlling a heavy car on a long run is undeniable—and easy to start, should the self-starter contract a sudden sickness at an awkward moment.

Sufficient lightness for these purposes can be obtained either in an open four-seater or in most two-seaters. The bigger car is hospitable, of course, and makes one embarrassingly popular, but there is something about a handy two-seater.

On the whole, then, it shall be the latter. A roomy one, with ample space for three persons if necessary, and a whole crowd at a pinch.

The design of the body is a matter of taste, but personally I give my vote to a coupé. For all practical purposes an all-weather body is essential for a woman driver, one that can be guaranteed to keep out any sample of the British climate. As, however, I have a strong prejudice in favour of an open car in fine weather, the ordinary all-enclosed coupé is not my ideal.

The solution would appear to be a rigid but collapsible top and sides which are light and can be easily folded back when not in use. There are a number of this type already on the market which should make a strong appeal to feminine owners. The glass side windows can be used when the

sides are down as an efficient wind-screen. Thus the coupé so fitted could be used as an open car whenever desired without the disadvantages of a draughty canvas cover.

As regards the power unit—which shall be mentioned before the interior trimmings, despite the feminine nature of this specification—I should choose a four-cylinder engine of not less than twelve, or more than twenty, horse power. It must be lively and sensitive, with superexcellent powers of quick acceleration. We women like to feel a good reserve of power at our command, but power that is controlled by the lightest touch on the throttle. From five to fifty m.p.h. is our requisite speed range, and by no means every

engine on the road to-day conforms to this standard.

This ideal car of mine comprises other important items. For instance, gears—three speeds and reverse would suit me, of the ordinary gate change variety, but let it be as sweet a change as possible, please! Springing should be given special attention, too. I want to be able to undertake a long journey without feeling like a bag of bones at the end of it.

Then a self-starter attachment is a *sine qua non*, combined with a really reliable electric lighting system. I have no desire to break my back (or wrist) with the starting handle on a cold morning.

And the interior fittings? Ah—there I shall really let myself go! The colour scheme shall be silver-gray, with fittings (neat, but not gaudy) of nickel or aluminium. The bonnet shall be of aluminium to match—that is, provided I have not got to polish it myself. The upholstery shall be all of silver-gray, with two or three soft leather cushions in the same dust-defying shade. I have a rooted objection to silk or satin car cushions.

Roomy side-pockets shall contain, respectively, maps and guides, a dainty set of toilet requisites, and the usual match and cigarette cases—also a good electric torch for use in emergency. A small special locker must also be provided for the picnic basket and thermos.

Talking of lockers, I must insist on ample luggage accommodation. We may not travel with twenty trunks apiece these days, but for a country house or other visit our garments must arrive in good condition. For this reason, a large-sized locker behind is preferred, with a flat, railed top to take the less perishable items. A sensible supplementary fitment is a loose macintosh cover to protect the said items from the worst of the weather.

As for the petrol—which, being the inner spirit of the whole thing, is mentioned last—the spare cans shall be housed in a footboard locker. This plan obviates any disturbance of passengers or luggage when a fresh supply is needed. In fact, like everything else about the ideal car, it is designed to give the driver the least possible amount of trouble.

SOME EXTRAORDINARY ARITHMETIC.

AT the moment, considerable discussion is in progress concerning renewed assaults to be made on the 24-hour record on the Montlehery Track near Paris. It is interesting in this connection to illustrate by actual figures what such an achievement means, and I am sending you some figures of the achievement of the engine of the 6-cylinder A.C. car which made a double twelve-hour run under official Royal Automobile Club observation in June, 1924 last.

The magneto bearings revolved 5,400,000 times and the sparks emitted totalled 10,800,000.

The gas sucked in through the valve ports would be represented by a column of gas 1 ft. square reaching to a height of 26 miles.

Each valve opened and closed 1,800,000 times, and the number of engine revolutions was 3,600,000.

These figures are striking because of their magnitude, but in addition to that, they are interesting as showing that the car which attempts such a gruelling test as a double 12-hour run like this must be as perfect as possible in every respect.

S. F. EDGE.

MATTERS OF FEMININE INTEREST

Motoring Attire, the latest Court Fashions, Evening Frocks and Gowns and Modes of Coiffure

WE used to talk quite seriously about "clothes for the car"; garments that were as highly specialised as our bathing clothes; but now the term has lost all meaning, for in the car of to-day we can not only enjoy wearing almost any frock in our wardrobe but pack most of the others to take touring with us if we so desire!

Of course this has something to do with the evolution of dress as well as



The four attractive felt hats which appear on this page are by J. & K. Connor.

motors! The problem for the *femme du monde* is the selection of a car that suits her personality and the colour scheme of dressing that she has adopted for the season. Fashions have at last arrived at a pitch when it is essential to have a definite colour scheme in mind for a season, for not only have three-piece suits to match and stockings, hats, scarves, bags and umbrellas, but even evening gowns must be chosen to wear with evening coats or wraps, and our ladies must have something to say to our *dessus*.



A very neat felt hat with a flower effect at the side.



One of the special Reville creations which will be shown at the Paris Exhibition to be held in the Restaurant des Anglais, connected with the British Pavilion.

Even the most casual *flâneur* round the shops can scarcely fail to see the all-importance of colour this season. Yet though we choose a general scheme, so that little economies may be effected in harmonising petticoats, bags, and the hundred and one details that go to good dressing, this need not produce a monotony; it is a general background, say of brown, that suits us. Having decided this, we are free of a whole range of shades, either from daffodil, tobacco, and the cooler nuances, or through an almost infinite variety of caramels, peach, and cinnamon.

Painted chiffon is a great favourite this year for race frocks, evening, and garden-party gowns, and with a background of brown many designs of flowers look well, or an alliance of gold lace is successful. Lace is inevitably in great demand with the draped gown, and more and more evident is the trend towards bouffant skirts, with slim corsages and no defined waistline either high or low.



The crease in the crown of this model gives it an attractive appearance.

To walk through the hat shop of the moment is nearly as delightful as to wander in a greenhouse, so merrily do the flowers appear to decorate both. With the neat costume and the prevalence of shingled heads the tiny hat still holds its own, and has created an unusually large demand for sunshades; but with the chiffon gown a larger brimmed hat becomes essential to maintain an *ensemble*, and crinolin straw is ideal for pastel shades. Whereas the little hat is more frequently trimmed with encrustations of flowers,



This model is trimmed with a pretty flower effect in gold.

the larger models have beautifully made flowers in sprays, closely imitating the real plant.

Sometimes the ends of the spray overhang the brim, or the stalks may be threaded through the straw. Velvet ribbon is used in a narrow bind round the crown, and hangs down in ends or loops over the shoulder of the wearer.

It is noticeable both in the world of gowns and hats that more blue is to be seen than for several seasons, and this ranges from royal, kingfisher, and periwinkle to the palest lilacs and mist grey. Red frocks, like red hats, are a subtle success—with the right complexion, but the woman with a bright



This practical postillion shape, suitable for sports and general wear, is designed for all weathers. It is novel and attractive.

colour should approach them with the greatest discretion.

Peach, cyclamen, pale green, or rather a bright rose, are the shades most patronised for undies, and ecru lace has entirely superseded white. Contrasting shades of piping, embroidery or *appliqué* are good, and if lace is used it is either the merest edging or four to six inches wide. With peach, mauve is deliciously dainty, and designs for embroidery, though small, are often elaborate; a cupid of the Raphaelite type of boy decorated an exquisite model set of nighties and cami knickers. For travelling, when a number of varied laundries have to be encountered, there are some charming sets of chemises and knickers, vests, camisoles and nighties in high grades of artificial silk, which wear well, do not crease, and may be obtained very reasonably as a substitute for crepe de chine or milanese. Indeed, so extensive is the choice in styles and materials for undies that the subject is rapidly becoming a serious study by



A second Reville creation to be exhibited at the Paris Exhibition.



One of the latest Court fashions consists of a handsome wrap of silver lamé and georgette embroidered in colours with fox fur collar and cuffs.

itself; while undoubtedly if our corsets become less in quantity their production is growing more subtle and artistic in proportion.

The secret of success, when the selection in every direction is so wide, is to know and accept one's own personality—even with limitations, for they in themselves may have charm. For example, pastel shades may be the order of the day, but the woman with light hair and but little colouring may merely look faded in the soft mauves and pinks. If she accepts the fact and chooses the warmer colouring that becomes her, she will also have a chance of looking refreshingly individual among



The "Rowan" felt hat is an ideal model for one and all purposes. Both the hats on this page are by Henry Heath.

those who may be somewhat slavishly following a prescribed mode simply because it is a mode.

In the middle of a season we can scarcely look for any *volte face* in fashion, and in many milliners we see a tiny notice to the effect that specially small sizes are stocked to suit shingled heads; but the wide brims make us once more conscious that there are drawbacks, even to the summer comfort of our shorn locks. Paris is trying to get over the difficulty by the use of scarves with wide bows at the back of the neck, and American women are frankly pinning on hair as the occasion requires. But already *Directoire* modes have been shewn on some of the French mannequins, and if once these become accepted, it is difficult to see how they can be allied to the smooth, small head of shingle or bingle order. Are we ready to contemplate a return to curls? The great dress designers and hair-dressers of Paris are already communing in secret upon this profound question.

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SOME PRACTICAL HINTS

THE season for long holiday trips has arrived, and enterprising readers of THE MOTOR OWNER will be in the throes of preparations.

One puts it like that, but in reality the arrangements, so far as the car equipment is concerned, need be no more elaborate than when a mere week-end jaunt is contemplated. Of course, that is assuming the car is properly tuned up for a holiday tour.

However, old prejudices certainly do still exist in some quarters, so here is the answer to one or two of the queries which have been put to the writer from time to time.

As previously stated, there is no need



Don't grip the wheel as though in iron bands. This method of steering is not only doubly fatiguing, but gives erratic steering.

worry about extra car equipment. Accommodation for increased luggage must be considered, and you will naturally carry a spare tin of petrol and a can of oil. Probably there is no necessity for a lunchbox, a camera; Mrs. or Miss Motor Owner will consider those as coming within her province.

The usual question—"How far should we travel each day?" is a matter which depends firstly upon the questioner's usual practice in that direction, and, secondly, on the nature of the country over which he proposes to travel. The great idea is not to overdo it.

An average motorist should plan to cover not more than 100 or 120 miles each day. This distance allows of halts for viewing places of historic interest or special bits of scenery. The possibility of striking a patch of bad weather must also be taken into account when calculating the probable daily distance. There is nothing more detrimental to the pleasure of a motor-holiday than a set determination



To start the engine in this fashion is simply asking for a broken thumb or wrist—and you get it when you least expect it!

to "drive through" any sample of weather which comes along.

Now we come to the motorist who questions whether his car—the 11'9 "Doubting Thomas" let us say—can be trusted to take the hills of Devon, Glorious Devon, or North Wales.

Well, our friend need be under no apprehension. Any car worthy of the name of car, which is in reasonably good tune, can get up any main road hill in Great Britain. If a particularly ominous bad hill is met, it is a good plan to get into low gear earlier than is necessary, that is supposing that the driver is doubtful about his gear



The correct way—thumb behind the handle, and taking an easy position to get a smart upward effort.

changes. A car may not be able to start up on a piece of one in four, but will tackle it successfully if kept going on it.

It will be seen, therefore, that the secret of a long motor holiday tour may be summed up in the advice—Carry on as usual, and the car will do likewise.

On Springs.

The average motorist, however careful he may be as to the other working parts of his car, is neglectful where the springs are concerned.

This is a great pity, for lack of attention in this respect means loss of comfort and efficiency.



The right way—back well supported, hand and arm at comfortable angles, and a firm but light hold upon the steering wheel.

Presumably, it is to the popular fallacy that springs will look after themselves, that we may attribute the lack of spring development from the designing point of view. In this most important factor, there has been practically no improvement in design for the last 25 years.

This, of course, is a matter for the manufacturer. The motorist has to make the best of the springs supplied. But what he can, and should do, is to see that they are not allowed to become rusty. Proper lubrication of both springs and shackle pins is essential.

If the car is not supplied with spring gaiters—all well-regulated cars should be—steps should be taken to remedy the omission. The efficiency of springs rests upon the frictional movement of the leaves one against the other. If they are permitted to become rusty or clogged, movement is limited or, possibly entirely suppressed.

There is another matter in connection with the care of the springs which the car-owner should watch, and that is the amount of weight they can be

called upon to carry, commensurably with comfort to the car occupants.

In connection with this point, it may be mentioned that good suspension is more difficult to obtain where a small car is concerned.

A little example in figures will illustrate this difference between the large and small vehicle. First we will take a small car weighing about 12 cwt., and give it as a load five people, who each weigh 10 or 12 stones. The increase in total weight is about 60 per cent. Now we will put the selfsame people in a large car weighing, say, 50 cwt., and we find that the



Don't claw at the horn bulb. This practice tends only to damage the rubber; also it gives only a very squeaky note.

increase of total weight is only about 15 per cent.

All motorists know from experience that the weight of the load makes a great difference in the riding qualities of the car. It follows, therefore, that the smaller the car, the more easily its suspension can be affected, for good or evil, by an increased load.

On an Overheated Engine.

The arrival of an English summer is, unfortunately, by no means an indication of approaching hot weather; but, with unabated optimism, we go on thinking it is, and base our doings on that assumption.

For instance, where motoring is concerned, our thoughts fly to the question: How far do atmospheric conditions vary the performance of the engine?

Well, we know that on very hot days the driver who has an extra air valve is better off than the one who has not. The engine either wants "extra air," or else a smaller jet.

But this ascertained fact does not fully explain the phenomenon to the average motorist. He argues in this wise: "If the temperature of the explosion is in the region of 2,000° F., why should another 50° or so make



The brake lever should be applied in the "hand-hook" fashion, with the thumb ready for use on the ratchet release, as shown in the picture.

such a big difference in the heat of the radiator and cooling water?"

As a matter of fact, the difference in engine temperature in hot weather is not caused so much by what takes place inside the engine as to what takes place outside of it. There is a variation of the explosion temperature according to the varying temperatures of the air before it enters the mixture.

There is, also, a considerable difference in the action of hot or cold air on the radiator, and in the efficiency of the fan when drawing hot air, which is light, or cold, which is heavy.

Then the colour of the radiator has an important bearing on the subject. Most cars have a beautifully plated radiator, and when the engine



When changing gears, use light leverage only—brute force only hinders their easy engagement.

boils, in very hot weather, the probable reason may be sought in that aforesaid polished surface. Substances which are good reflectors are very seldom good radiators of heat.

The remedy to apply is simple. Paint the radiator with lamp black or even blacklead it, and, in all likelihood, the boiling engine will cease to boil, always supposing it is not too stubborn a case.

The universally used water is also a bad radiator of heat; but it is nothing, and is so normally sufficient that we have not yet found it necessary to use other liquids. The same



Let the fingers lie as shown, and give a forward push with the thumb. This sends the air straight ahead of the road.

remark applies to air for cooling the radiator.

It may be interesting to analyse why the varying temperature of the air affects the cooling of the radiator. It does so both directly and indirectly. Let us prove it by analogy.

If a gallon of water at 200° is added to a gallon at 100°, the resultant mixture will be 150°. But if the same volume of colder water be added, the resultant mixture will be colder; that is to say, a gallon at 200° and a gallon at 40°, will make two gallons at 120°. The effect of hot or cold air on the radiator has similar results. Indirectly, the fan probably adds to the trouble by not drawing enough air.

When a car normally tends to overheat, the fan blades should be bent back a little bit with a spanner. The direction of the readjustment should be a little nearer to a right angle to the direction of the car's forward travel.

It must also be remembered that on no account must hard water be used for the radiator. Rain water is ideal for the purpose. It not only keeps the engine cooler; but, unlike harder water, it does not deposit lime inside the tubes, a process which is most harmful to their efficiency.

TWO NEW HIGH - CLASS BRITISH ENGINES

Some details of the new "New Phantom" 45 h.p. Rolls-Royce and the new 30 h.p. Mark II Armstrong Siddeley —indicating the latest practice in automobile achievement

FOR a year past Dame Rumour has been exercising her prerogative with a new Rolls-Royce engine as her theme.

The good lady may now wag her dear old head knowingly and give vent to an emphatic "What did I tell you?" as she points triumphantly to the "New Phantom" chassis of the world-renowned firm.

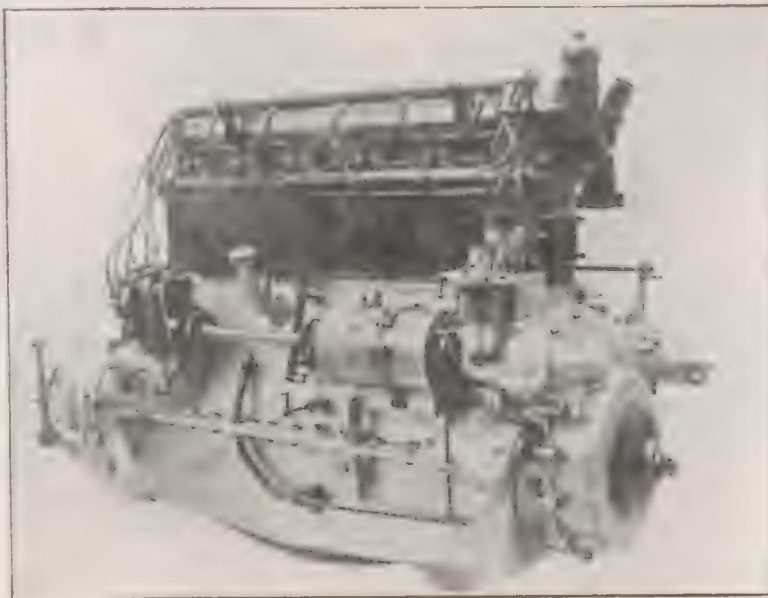
It was anticipated that the new model in question would supersede the famous 40-50 h.p., but, on the contrary, it merely acts as a reinforcement to the existing type—"sister ships," in fact, as they would say in naval circles.

The principal feature which distinguishes the newcomer from the older model is that it has a push-rod-operated overhead-valve engine with cylinders in two blocks of three. The engineers of the company maintain that with overhead valves the greatest power is obtained from a given cylinder capacity, especially at higher engine speeds. This contention is fully borne out when the new engine is working at high speed.

Another novel departure is in ignition. There is a synchronised automatic advance scheme, by means of which both ignitions depend for their advance and retard upon one centrifugal governor through the medium of a powerful relay which does the heavy work.

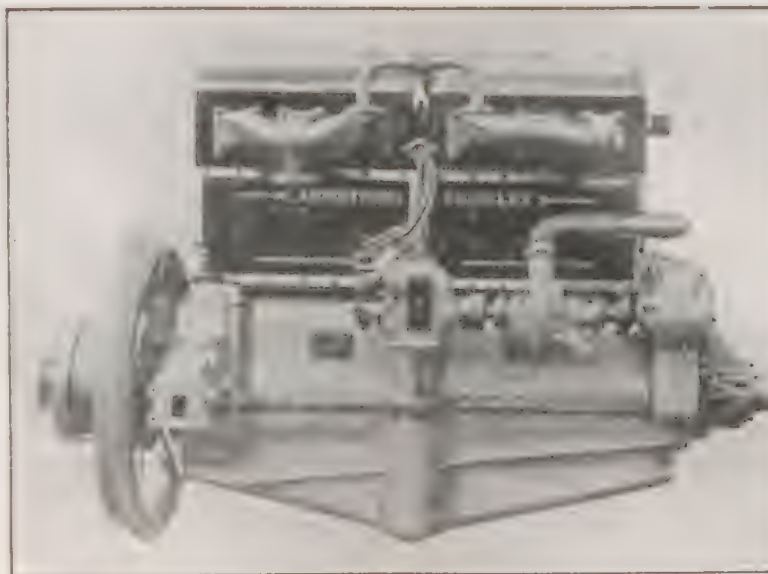
A new clutch brake is used, extremely simple, and dependent on its action upon the weight of the driven part of the clutch and a spring. This patented Rolls-Royce clutch acts more quickly in ascending hills than in descending. The resultant ease in changing gear will be readily understood.

Then the bore has been reduced from $4\frac{1}{2}$ in. to $4\frac{1}{4}$ in. and the stroke increased to $5\frac{1}{2}$ in. from 5 in. The effect of this adjustment is to make a reduction of £5 in the annual tax. The price of the new type coincides with that of the 40/50 chassis, viz., £1,850, or £1,900 for the long wheelbase model.



The new 40/50 h.p. Rolls-Royce "New Phantom": view of engine showing ignition coil, distributor and oil relay for ignition timing controls. Briefly, the specification is as follows: R.A.C. rating, 43.3 h.p., six cylinders, $4\frac{1}{4}$ in. bore and $5\frac{1}{2}$ in. stroke; overhead valves, automatic lubrication, adjustable radiator shutter for regulating temperature of cooling water, four speeds forward and a reverse, six brakes, and forced feed oil gun chassis lubrication.

Below is the new 30 h.p. Armstrong Siddeley engine. Rated at 29.5 h.p., there are six cylinders in one casting, $3\frac{1}{2}$ in. bore by $5\frac{1}{4}$ in. stroke, detachable cylinder head and inclined overhead valves, a twin Claudel Hobson carburetter of special design, central gear-change with serrated multiple plate clutch, three speeds forward and a reverse and four-wheel brakes.



ANOTHER eminent British firm which is not content to rest upon its laurels is the Armstrong Siddeley Motors, Ltd.

Their new production is the 30 h.p. Mark II six-cylinder chassis, and the chief feature of interest is the new engine. In dimensions and R.A.C. rating there is no variation from its predecessor; but the new design is softer, more quiet, and more accessible; its acceleration is improved, and it has gained in power. These desirable improvements have been achieved without sacrificing those factors of long life and economical running which made the old model so notable.

The result has been attained by an improved lay-out of the induction and exhaust systems, and the provision of large inclined valves and a special type of alloy piston.

The cylinder block is cast in one piece, to which may be attributed the easy running of the unit throughout its range of speed, which on top gear will drive the car from 5 m.p.h. to well over 60 m.p.h. A new feature is the improved serrated plate clutch, which is simple and almost self-lubricating.

The practical motorist will find many points for approval in the new chassis. To enumerate—decarbonisation of the combustion chambers is particularly simple; the oil filter can easily be cleaned without losing its contents, and almost without dirtying the fingers; a three-way petrol tap is provided permitting the last two gallons in the tank to be held in reserve; the rake of the steering column is easily adjustable, and it is possible to set the rear cantilever springs so as to bring bodies of various weight to the horizontal. The equipment supplied with the car consists of clock, speedometer, oil gauge, dash lamp, electric Klaxon horn, and also spare wheel and tyre.

The price of this new Mark II chassis is £800, and the complete open tourer, seven-seater, £1,050, whilst that of the enclosed landaulet or limousine is £1,350.

AN EFFORT TO BRIGHTEN BROOKLANDS

The Junior Car Club's High Speed Reliability Trial, in which road touring conditions were introduced, attracts an enthusiastic gathering.

"**B**RIGHTER Brooklands!" is a cry which we raised in THE MOTOR OWNER as far back as September, 1922; at which time we pointed out the quintessence of monotony which the long distance events provided for spectators. A ten-mile sprint can be really exciting, but thirty-seven laps (or 100 miles) is truly boresome, and when it extends to seventy-three times round the track, the number of laps to be completed for the 200 miles race, it gets beyond tolerance: the monotony is killing! The greatest drawback of the long-distance events as run in the past, however, is the fact that no tests whatever have been provided for the most important components—the brakes, gearbox, and other minor yet essential adjuncts, items which, once the race had begun, were then forgotten.

While the average motorist is a little enthusiastic about record speed performances, from a sporting point of view, his biggest interest surely lies in the betterment of motoring as affects himself; consequently performances based on road conditions are of much greater value to him from all points of view—speed, acceleration, braking, tyre wear, etc.—and it was in the issue of September, 1922, that we published an illustrated suggestion, proffered by Mr. Pugh, of Rudge-Whitworth, Ltd., for introducing road

conditions into Brooklands events—conditions which would, in the first place, provide greater attractions for the spectator, but primarily providing tests for the cars' all-round efficiency. At the same time, we commended the scheme to the consideration of the Junior Car Club for their future events.

While not being precisely identical with our scheme, the J.C.C. held on Saturday, May 2nd last, an event on very similar lines, introducing road touring conditions by utilising one or two private roads inside the track, with hairpin bends, by fixing a ten-mile limit in a portion of the course, and by acceleration, speed and braking trials. As can be imagined, there was a very enthusiastic gathering.

Out of the 50 competitors, 25 gained medals; five obtained only silver medals, while 20 failed to complete the course in the scheduled time. The event gave those searching for performance figures and facts the best information possible; while for the casual onlooker, merely there for thrills, the sporting side was fully retained. This, in our opinion, is what a race-meeting or a reliability trial should provide—tests for both car and driver, valuable details of performance, and a big sporting element. The official results of the J.C.C. Trial are as follows:

Class A.—Standard Touring Cars up to 1,100 c.c.—Gold Medals: C. Finch (Ariel),

S. C. H. Davis (Talbot), C. J. H. (Talbot), S. H. Newsome (Salmson), Clark (Salmson), D. M. Healey (Ariel), Silver Medals: None. No award: A. R. Simmins (Talbot), A. Issigonis (Singer), G. Simkins (Salmson), R. A. Myers (Gwynne), A. H. Ely (Senechal).

Class B.—Standard Touring Cars 1,100 c.c. and 1,500 c.c.—Gold Medals: W. H. Oates (Lagonda), C. M. W. (Alvis), H. G. Debnam (Ceirano), Brownsort (A.C.), B. Alan Hill (Rhodes), T. R. Richards (Bugatti), S. E. (Surrey), H. Aldington (Frazer-Nash), Norris (Lea-Francis), A. A. Pollard (A. Martin), R. C. Glazier (Windsor), Milne (Windsor), Kaye Don (Bayliss Thomas), Silver Medals: E. S. (Hendall), V. A. Bruce (A.C.), B. Norris (L. R. Oldmeadow (Bugatti), No award: H. S. Hopcraft (A.B.C.), E. Hillary (Frazer-Nash), S. D. Marr (Lea-Francis), F. W. Berwick (Windsor), H. S. (Martin).

Class C.—Standard Sporting Cars 1,500 c.c.—Gold Medals: J. Harvey (Riley), J. D. Benjafield (Salmson), W. E. Humphreys (Amilcar), R. Twelvetees (Alvis), Cooper (Riley), J. C. Douglas (Aston-Martin), Silver Medals: B. E. Lewis (Frazer-Nash), No awards: W. Laffan (G.N.), V. G. Wallgrove (Riley), H. C. S. Gordera (Alvis), L. G. Hornsted (Mathis), S. Vernon Ball (Amilcar), A. C. Lane (Amilcar), G. Newman (Salmson), A. Pemberton (Amilcar), L. Macdonald (Alvis), G. W. Olive (Amilcar), C. R. Whitcroft (Riley).

And now remains to be seen the results of the Junior Car Club's 200 Miles Race, which is to be held in September next, and in which THE MOTOR OWNER suggestion (after Mr. Pugh) is to be followed in detail.



First man off—A. R. Simmins, on the Talbot, with (after a five seconds interval), C. Finch on the Ariel, just accelerating.



An excellent view of the hairpin bend and the crowd which gathered on the track above the tunnel to witness the cornering.

THE STORY OF THE TRIAL IN PICTURES



The Amilcar takes the corner at speed. The passenger can be seen slipping back into his seat after a "hanging over" to steady the car on a sharp bend.



W. G. Brownsort on the A.C. car takes the hairpin bend in a steady and sure fashion. Other competitors can be seen approaching the hairpin corner.

THE FACT THAT APPROXIMATELY 50 % OF THE COMPETITORS GAINED THE PREMIER AWARD SPEAKS VOLUMES FOR THE EFFICIENCY OF THE MODERN LIGHT CAR.



On the Test Hill, which constituted braking, suspension, and transmission tests for competing cars. W. G. Brownsort is here seen leading on the A.C. car.



A general view from the paddock, showing competing cars lining up for the start. There were 50 competitors—and rather more failures than expected!

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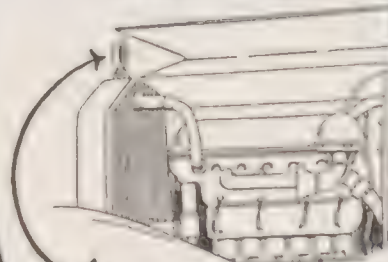
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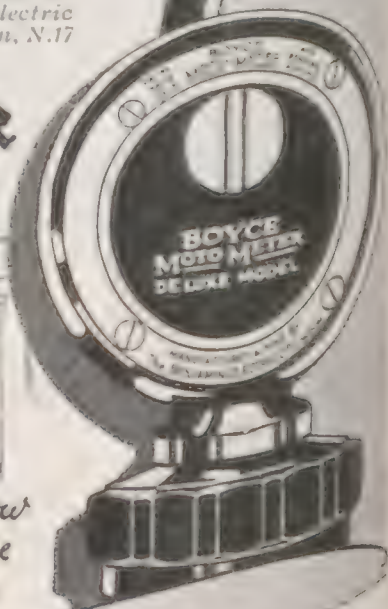
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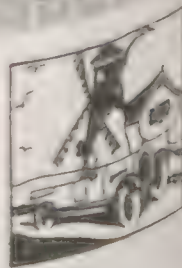
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You must stir it and stomp it,
And blow your own trumpet,
Or, trust me, you haven't a chance.

W. S. Gilbert.



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MOTORING NEWS OF THE MONTH

The Royal Tour.

National Benzole Mixture is being exclusively used on the motor cars conveying the Prince of Wales and the Royal staff on His Royal Highness's tour in Africa.

Four-wheel Brakes.

We are informed by Messrs. Clement Talbot, Ltd., that arrangements have been made for the optional fitting of four-wheel brakes to their popular 12-30 h.p. Talbot car. The four-wheel braking system adopted has been designed by Mr. Louis Coatalen, the eminent automobile engineer, and may be fitted at an extra charge of £25.

The Sopwith Challenge Cup.

In the Surbiton Motor Club's recent Grand Cup Trial the Lea-Francis car scored an outstanding success by winning the premier award of the Sopwith 200 Guinea Challenge Cup and a gold medal. The Sopwith Cup was presented by Mr. T. O. M. Sopwith for the best all-round performance in the car class.

London-Land's End Trial.

We have been advised that the M.C.C. have now transferred Mr. C. T. Newsome (9/20 h.p. Rover Sports model) from the silver medal to the gold medal class. All four of the 9/20 h.p. Rovers which competed, therefore, are awarded gold medals, and are thus the only team of more than three cars to obtain a one hundred per cent. success.

The McKenna Duties.

In anticipation of the effect of the Budget proposals to reintroduce the Customs duty of 33½ per cent. on imported motor cars and motor cycles, the Automobile Association is now actively preparing for the issue of triptyques to foreign and Colonial motorists who will be bringing their vehicles into Great Britain and Northern Ireland for touring this summer.

A New Record.

At the Bethune's Gully Hill Climb held at Dunedin on Saturday, March 21st last, two Star 12 h.p. cars which were entered in the private owners' class secured first and second places on formula, also fastest time, as well as establishing a record for the class since this particular climb was inaugurated. The time was 2 mins. 30 secs., beating the best time previously recorded of 2 mins. 43 secs.

A New Road Connection.

The Automobile Association states that road connections in the Isle of Ely have been considerably improved by the opening of the new bridge over the River Nene, at Guyhirne, on the main Wisbech-Peter-

borough Road. The bridge connects this road with the Wisbech-March-Chatteris road, and will prove of value to motorists from the north making for the Isle of Ely.

Al at Lloyd's.

Messrs. Wolseley Motors, Ltd., have received a remarkable letter from a member of Lloyd's. The letter is dated the 17th April, 1925, and it reads:—

"I am frequently being told of the wonderful hill-climbing qualities of several cars of foreign make, notably Italian, but honestly I do not think that for power and weight any of them can improve upon your 14 Wolseley model.

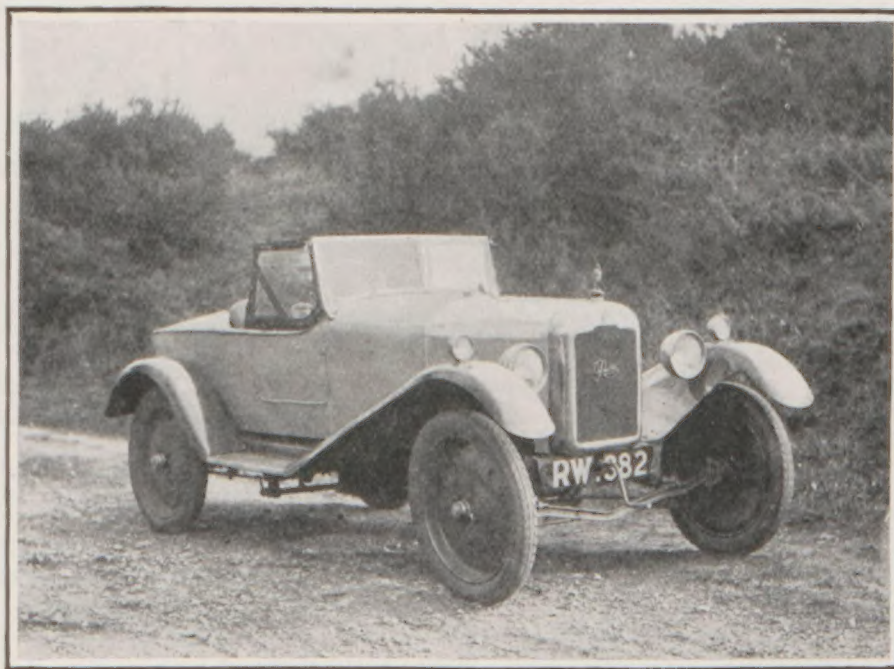
"With four adults up, I went from Lancashire, via Whaley Bridge, to Buxton and the Peak District, on top gear. Nothing else was required. Yesterday, in pouring rain, we drove to Oxford via Henley, took all the hills at Henley on top also, speed never under 20, four passengers and a car of a generous weight, and not a new one at that.

"I have driven both British and foreign cars, but upon the aforementioned performance I certainly do not think the British manufacturer is beaten yet by a very long way."

A Remarkable Performance.

To ascend Brockley Hill on top gear, and to make the ascent at a speed of almost 30 m.p.h. is no mean performance. Yet this is a recent accomplishment of the new Vulcan "Top Speed 12," as depicted in our beautiful front cover illustration.

This new Vulcan model possesses unusual powers of acceleration, the suspension is delightful, while another pleasing feature is its remarkable fuel economy. It is, in fact, a car of pronounced excellence generally, and constitutes one of the most extraordinary value-for-money propositions on the automobile market at the present time.



The new 9/20 h.p. sports model Rover car—see paragraph above.

Consistent Running.

In the Junior Car Club's unique High Speed Reliability Trial at Brooklands, two standard touring 10-15 h.p. Windsor cars gained the premier award of a gold medal. The trial included exacting tests of high-speed running, acceleration and braking. The course, consisting of private roads inside the Brooklands enclosure as well as a portion of the track, comprised hairpin turns, severe hills and descents, and a variety of road surface. The Windsor cars ran very consistently throughout the trial and successfully accomplished every test required of them.

20,000 Miles on Four Tyres.

Mr. and Mrs. Le Roux, the South African couple who are walking round the world with a pneumatic-tyred wheelbarrow, have left London for Brighton and the south coast *en route* for Southampton, where they are to embark for the United States. They have covered one-third of a total journey of 20,000 miles. Their first tyre, an ordinary "juvenile" given them by the Johannesburg manager of Dunlop's, lasted 3,500 miles over very bad roads. Its successor, which has already done 4,000 miles, is expected to take them across the American continent; a third has been presented to the couple at Fort Dunlop, and Mr. Le Roux reckons that the complete 20,000 miles can be done on four tyres and half a dozen tubes.

A New Sports Model.

A sports model version of the popular 9/20 h.p. Rover car is the latest production of the Rover Company, Ltd., of Coventry. This extremely attractive car is fitted with a smart two-seater body, with long tail, and is finished in a handsome combination of light and dark gray. The four-cylinder overhead-valve engine of the 9/20 h.p. Rover has acquired an enviable reputation for speed and "liveliness," and little alteration has been found necessary to fit it for the sports model.

The rakish appearance of the car is enhanced by the fitting of a sloped V screen, and by the concealment of the hood in the panelling of the body. Nevertheless, the hood can very easily be raised and lowered, and, unlike some sports cars, the all-weather equipment is very complete. The body has two convenient doors, and the seating accommodation is amply roomy for two passengers. A capacious locker is provided in the tail of the body, the spare wheel being carried on the underside of the tail. Completely equipped with starter, five-lamp lighting set, clock, speedometer, electric horn and shock absorbers to the rear wheels, this speedy car is priced at 200 guineas only.

BROADCASTING BUSINESS BREVITIES

A New Appointment.

It is announced by Messrs. Calcott Brothers, Ltd., that Mr. Alfred E. Trenaman has joined them as outside representative.

Mr. Trenaman's connection with the motor trade dates back to its early days, and he has more recently represented Messrs. North & Sons, Ltd., of Walford, and Lodge Plugs, Ltd.

He will be visiting agents throughout the country with the new 12-24 h.p. "Calcott," which has been received so enthusiastically by both trade and public.

An Improvement.

We have been informed that Messrs. Alexander Duckham & Co., Ltd., 6, Broad Street Place, E.C.2, have made a further improvement in their oil cans. This consists of a "press cap," which does away with any difficulty in opening, and makes a tin oil-tight again. The patent telescopic spout is retained, and the addition will make the can one of the most convenient packages in which lubricating oil is sold. No extra charge is made for these two extremely useful devices, which will be fitted in future to all the firm's drums and cans.

A New Service and Repair Depot.

We have received a most comprehensive spare parts catalogue from A. C. Cars, Ltd. It includes every component employed both in the chassis and bodywork of the 16 h.p. six-cylinder A.C. car, and is arranged in convenient sections for locating any spare part without difficulty.

A.C. car owners will be interested to know that the company have installed a thoroughly equipped service and repair depot at North Road, London, N.7. Here they will find a staff of skilled experts and workmen experienced in all branches of A.C. car repair work.

An International Business.

In these days when it is of vital importance to the prosperity of the country to obtain overseas business, it is indeed very interesting to note the world-wide trade which is being done in the Overland one-ton truck.

We are informed that since the beginning of the year shipments of Overland tonners have been made from Heaton Chapel to twenty-nine countries.

Some of the orders received are for very substantial quantities. For instance, one order alone from Australia will run into over 1,000 vehicles.

In view of the fact that production of the ton chassis was commenced only quite

recently, we think that Sir William Letts, K.B.E., managing director of Willys Overland Crossley Ltd., is to be congratulated on the efforts of the Manchester factory.

Long-established Manufacturers.

As manufacturers of front motor car axles for Belsize cars over a period of twenty-five to thirty years, Messrs. Grice & Harrison (1922), Ltd., Hope Works, Sherborne Street, Birmingham, desire to state that they can supply complete front axles or spare parts for all types of Belsize cars other than Belsize Bradshaw or War Subsidy lorries. This applies to front axles only, and not to any other chassis parts.

Back to the Old Love.

His many friends in the motor trade will be pleased to learn that Mr. J. C. Holcroft has rejoined the sales staff of De Dion Bouton, Ltd., and is again acting as their representative in the Northern area. Anyone wishing to communicate with him should address letters to 10, Great Marlborough Street, London, W.1.

A New-Old Company.

Many of our readers will be interested to hear of the Angus Sanderson car's revival, and of the registration of an entirely new company, with premises off King Street, Hammersmith, London.

The Tylor (J.B. 4), Limited Company, the name of the company in question, have brought under one roof the whole of the larger interests in the production of the car, including the purchase outright of the stock, dies and special tools, finished and unfinished parts of Messrs. Wrigley, of Birmingham, the well-known

transmission makers, including those of the Angus Sanderson, and also the business of the Tylor Engineering Co., well known as engine manufacturers. Lastly, the business of Mr. G. H. Welsh, of Hendon, who specialised in the whole-sale manufacture and distribution of the spare parts and repairs, and who has been connected with the manufacture of the car since its initiation.

The new cars are wonderful value at £350, even in these days. A modified engine has been fitted, which, whilst being of similar h.p. (14.3), is more efficient, and a modified type of inverted cone clutch is fitted. The body finish is really excellent, and the upholstery is in real leather.

311 Years of Rovers.

An interesting dinner and presentation to Mr. Hamilton, a retiring member of the staff of the Rover Co., Ltd., of Coventry, was held at the Regent Hotel, Leamington, on April 27th. The gathering was attended by the following ten members of the company, who between them aggregated 311 years of service with the manufacturers of Rover cars and cycles: Messrs. J. K. Starley (managing director), 34 years; F. Ward (secretary), 36 years; R. C. Mountfort (sales manager), 32 years; W. G. Wilkin-son, 25 years; Ernest Wilson (director), 33 years; W. D. Cox, 32 years; F. R. Kay, 29 years; A. W. Mattocks (assistant secretary), 25 years; F. J. Jenkins (London manager), 30 years; and J. R. Hamilton, 36 years.

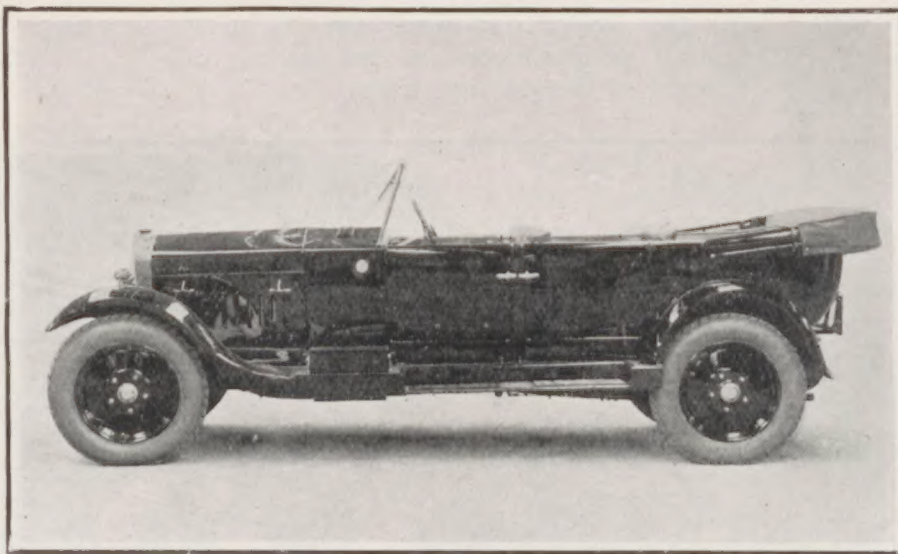
A Motorist's Handbook.

The 1925 edition of the Automobile Association's Handbook is now being issued to members. A considerably extended list of officially appointed hotels (showing charges for meals and accommodation), officially appointed repairers, and the beats covered by the A.A. Road Patrol Organisation, are among the more important contents.

A specially prepared map enables members to know on what roads they will find the A.A. road patrols, also the locations of the A.A. roadside telephones and fuel filling stations.

The section covering Motor Law has been brought up to date in accordance with recent legislation and new regulations, and taxes payable on cars and motor cycles, from varying dates, are given.

The advice and information given in regard to foreign touring, in view of changing conditions and regulations, should be known to all motorists touring abroad.



A new and strikingly handsome Cubitt model, representing a special 7-seater touring car in which all the passengers face forward. Two of the seats are folding, and removable if necessary. As the same chassis is designed to carry the 7-seater limousine and landaulette Cubitt bodies, there is ample strength provided to deal with any possible overloading or rough treatment. The vehicle illustrated was shipped to Japan quite recently.

Perpetual Youth

ALL kinds, conditions and ages of cars come to me for my spirit—PRATTS PERFECTION, for it gives the vitality and power of perpetual youth to motor engines.

Try my spirit next time, Sir! You will be delighted with its volatility, its power for hill work, its ready response for a burst of speed, its greater mileage and even combustion. It's always the same, pure, "uniform" and reliable spirit, my guarantee medal assures that.

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IN the realm of sport Dunlop stands supreme. In motoring, Dunlop Tyres have always led the world and Dunlop Cord Tyres are supreme to-day. No other tyres, whether British or foreign, have the same record of achievement as Dunlop.

In Golf, the Dunlop "Maxfli" Ball is now recognised as the champions' ball. It is played by practically all the greatest golfers—sufficient testimony to its value.

In tennis, the Dunlop Tennis Ball has already jumped right into first place and has been approved by the L.T.A. of U.S.A. Its peculiar advantages, possessed by no other ball, have made it necessary to every player who wants to improve his or her game.

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and be satisfied
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